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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT  
BY

ONTARIO HYDRO NORTH OF 50°

PRESENTED AT

TIMMINS

NOVEMBER 24, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

ONTARIO HYDRO NORTH OF 50°  
700 University Ave.  
Toronto, Ontario M5G 1X6

PRESENTED AT

TIMMINS

ON

November 24, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

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TORONTO, ONTARIO  
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# Ontario Hydro north of 50

112

Exhibit 112 has attached to it several large maps which could not be reproduced for publication, but they can be viewed at the Commission office at 55 Bloor St. West.

Memorandum to the  
Royal Commission on the  
Northern Environment  
with respect to the  
Initial Public Meetings.



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# Ontario Hydro north of 50°

EXHIBIT. 112

No. 112

Royal Commission on the  
Northern Environment

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*Ontario Hydro*

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*Seaman*

Memorandum to the  
Royal Commission on the  
Northern Environment  
with respect to the  
Initial Public Meetings





ONTARIO HYDRO NORTH OF 50°

Submission  
to  
the Royal Commission  
on the Northern Environment

November 1977



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# ONTARIO HYDRO NORTH OF 50°

## 1.0 INTRODUCTION

Ontario Hydro is pleased to provide preliminary information to the Royal Commission on the Northern Environment in this document. Its purpose is threefold:

- to describe Ontario Hydro's role with special reference to the area north of 50°
- to describe existing and potential facilities for supply of electricity north of 50°
- to explain any tentative plans for development of new facilities in the area adjacent to and north of 50°

This information will be complementary to that provided by the Ministry of Energy and other energy agencies and government ministries. A representative from Hydro will be present at one or more of the Commission's preliminary public meetings to answer questions. As the Commission's work progresses Hydro will be pleased to assist in whatever way it can.

## 2.0 ONTARIO HYDRO'S ROLE

### 2.1 Mandate

Ontario Hydro is a corporation functioning under the terms of the Power Corporation Act of 1973, the successor to the Power Commission Act which established the Hydro Electric Power Commission of Ontario in 1906.

The prime purpose of Ontario Hydro is to ensure that Ontario is supplied with electrical energy and that this supply is provided under conditions that will best serve the interests of the total community. This is accomplished by the municipal electric utilities in the urban areas and by Ontario Hydro in the rural districts.

Although Ontario Hydro is primarily a bulk supply utility serving municipal utilities and large industrial customers, the retail system provides direct service to about 700,000 individual customers in rural areas.

Ontario Hydro's mandate has often been expressed as follows "... to supply the demands of the people of Ontario for electric energy at the lowest feasible cost consistent with the safety of its employees and the

public, a high quality of service to its customers, and subject to the social, economic and environmental concerns of the people in Ontario."

## 2.2 Conditions North of 50°

Rates charged to retail customers in the rural areas are generally uniform across the province, except for those areas not connected to the grid (Ref. Fig. 1). For those areas without line supply, which applies to most of the area north of 50° because of the great distances and sparse population, programs are underway in cooperation with both provincial and federal governments to serve remote areas at reasonable cost to the consumers. At present, most locations not on the grid are supplied by local diesel installations, but studies are being conducted to determine whether small local hydraulic sites can be developed to serve this need in some locations.

In addition the possibility of providing line supply from the existing grid is continually under review and new lines will no doubt be built as development north of 50° occurs.

## 2.3 Administrative Framework

To carry out its role of generating, transmitting and distributing electrical energy, Ontario Hydro has a decentralized organization. In Northern Ontario there are two regions, Northeastern, with its office in North Bay, and Northwestern, centred in Thunder Bay; the boundary between these two regions lies just west of Wawa. In addition, the regions are further subdivided with 10 area offices in the Northeastern region and 5 in Northwestern (see Table 1).

The planning and development of major new generation and transmission facilities throughout Ontario is carried out by staff in Toronto.

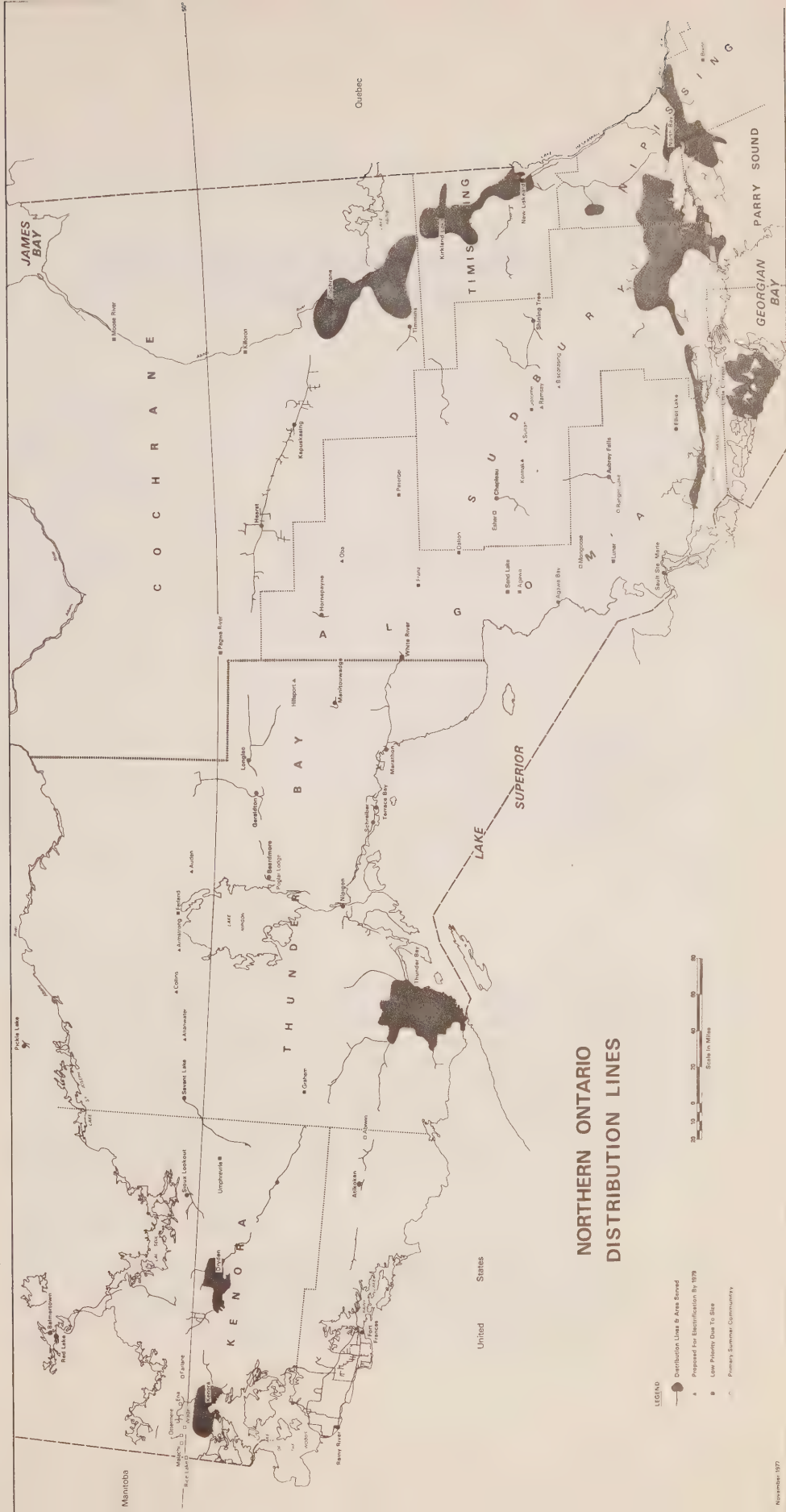




TABLE 1

ONTARIO HYDRO ADMINISTRATIVE OFFICES  
IN NORTHERN ONTARIO

---

	<u>Office Location</u>
Northeastern Region	North Bay
Algoma Area	Bliné River
Kapuskasing Area	Kapuskasing
Kirkland Lake Area	Kirkland Lake
Manitoulin Area	Kagawong
Matheson Area	Matheson
New Liskeard Area	New Liskeard
North Bay Area	North Bay
Sudbury Area	Sudbury
Timmins Area	Timmins
Warren Area	Warren
Northwestern Region	Thunder Bay
Dryden Area	Dryden
Fort Frances Area	Fort Frances
Geraldton Area	Geraldton
Kenora Area	Kenora
Thunder Bay Area	Thunder Bay

#### 2.4 Power Supply Situation

As the Province has developed, the power system serving the electrical needs of the people of the Province has evolved from a number of small isolated systems into the existing grid. Over the years generating sources and transmission lines have been developed according to the needs of the various areas and the availability of hydraulic sites. This section outlines the power supply situation for Northern Ontario in relation to the rest of the Province.

##### Northeastern Region

Ontario Hydro's Northeastern Region was formed in 1947 and linked with Southern Ontario in 1950, when a tie-line was placed in service between North Bay and Hydro's Des Joachims Generating Station on the Ottawa River.

As Table 2 illustrates, the Region has been both an importer or exporter of electricity since that time. During the periods 1950-1952 and 1965-1973, for example, the Region was a net exporter of electricity, sending a total of 9,351.2 GWh to the south. From 1953-1964 and 1974-1976, however, Northeastern Region received a total of 13,807.4 GWh from Southern Ontario.

#### Northwestern Region

The power system located in Ontario Hydro's Northwestern Region is designated the West System. It has been interconnected with the East System via 230 kV lines through Wawa since the late summer of 1970.

The net energy situation in the West System is very sensitive to the hydraulic conditions in Northwestern Ontario. The normally expected energy producing capability of the existing hydroelectric and thermal generating stations in northwestern Ontario is about 560 average MW. Under adverse hydraulic conditions it is reduced to about 420 average MW. This adverse kind of a situation prevailed during the drought of 1976 and 1977 at which time the electrical load in northwestern Ontario was about 700 average MW. In addition to the energy available under the contract from Manitoba Hydro, which amounted to about 160 average MW, large power transfers were required over the tie line from the East System. These are not reflected in Table 2 because most of them occurred in 1977.

TABLE 2

NET ENERGY TRANSFER TO NORTHERN REGIONS  
GWh

	<u>To NE Region from S. Ontario</u>	<u>To Southern Ontario from NE Region</u>	<u>To West System from NE Region</u>	<u>To NE Region from W. System</u>
1950		3.4		
51		110.7		
52		105.8		
53	26.5			
54	19.6			
55	549.7			
56	521.4			
57	759.9			
58	1,099.7			
59	1,518.6			
1960	1,357.2			
61	877.3			
62	749.4			
63	1,340.0			
64	181.0			
65		125.8		
66		853.0		
67		1,991.8		
68		1,559.9		
69		2,045.8		
1970		1,172.8		170.1
71		162.1		362.5
72		701.1	38.3	
73		519.2	676.9	
74	725.9			952.7
75	1,610.2			121.4
76	2,471.1		108.8	

## 2.5 Employment

### Northeastern Ontario

Part of Ontario Hydro's Abitibi Canyon complex - particularly Otter Rapids Generating Station - is above the 50th parallel and 4 of Ontario Hydro's area boundaries are adjacent to or extend north of the 50th parallel. These Area Offices are located at Kapuskasing, Timmins, Matheson and Kirkland Lake. Timmins area looks after the supply to Moosonee, Moose Factory and to Fort Albany, Kashechewan and Attawapiskat.

It may be of interest to note that at Abitibi Canyon, and in the 4 areas listed above, we employ a total of 290 regular staff members. 156 or 54% of this staff were raised and educated north of the 48th parallel which is just south of Kirkland Lake. Many more of the remaining 134 staff members consider themselves "Northerners" since they originated in Sudbury, Sault Ste. Marie, North Bay or other communities north thereof. In addition, Ontario Hydro employs an average of 30 temporary staff each year in the 5 locations listed above and these are mainly locally hired.

Involvement in remote communities has resulted in the hiring of a lineman learner from Fort Albany as a continuing member of our Timmins staff.

As well, Ontario Hydro has made use of local help and local services, where possible, in the provision and maintenance of services to Moose Factory, Moosonee, Fort Albany, Kashechewan and Attawapiskat.

In providing service initially employment, goods and/or services were arranged directly with local people or through the band council for activities such as:

- the supply and delivery of hydro poles
- the supply of local lumber materials
- casual labouring help required in line construction
- the provision and operation when necessary of equipment - trucks, tractors and transportation vehicles - canoes and snow machines

In providing continuing service to these locations we arrange locally for:

- casual labour as required to maintain or extend our facilities
- equipment rental including operations as necessary
- meter reading and collecting
- translation

#### Northwestern Ontario

Three of Ontario Hydro's newer hydraulic generating stations in Northwestern Ontario are located north of 50°<sup>0</sup>, although the two on the Winnipeg River, namely Whitedog Falls and Caribou Falls, are operated remotely from Kenora. Manitou Falls on the English River is also operated remotely, but from Ear Falls a few miles upstream. The total operating and maintenance staff for these generating stations is about 40.

Four of Hydro's administrative areas lie all or partly north of 50°<sup>0</sup>, namely, Geraldton, Thunder Bay, Dryden and Kenora. Staff from these area offices look after servicing the distribution system connected to the grid, and also those in remote communities. Total staff assigned to this type of work would amount to about 12, augmented from time to time by temporary staff hired locally.

### 3.0 EXISTING FACILITIES

North of Latitude 50°<sup>0</sup>N. (and in the vicinity)

#### 3.1 Generation

The existing electrical generation facilities north of latitude 50°<sup>0</sup>N. comprise hydraulic generating stations and diesel generating stations. In each of these categories, there are facilities owned and operated by Ontario Hydro and facilities owned and operated by other agencies. These can also be divided into a group of facilities supplying the Bulk Power System of Ontario and those directly connected to localized distribution systems, but not connected to the grid.

### 3.1.1 Ontario Hydro

#### 3.1.1.1 Hydraulic Generation

Ontario Hydro's existing hydraulic generation facilities in the vicinity and north of the 50th parallel amount to nine (9) generating stations consisting of thirty (30) generating units having a total installed capacity of 990 MW and producing an average of 632 average MW of electrical energy per annum. This energy is fed from the stations into the provincial electrical grid system and also to northern communities and industries, such as Moosonee, Red Lake, Sioux Lookout, Crow River and Nakina. For details of the size and location of the generating stations, see Table 3 which follows.

TABLE 3

#### HYDRAULIC GENERATING STATIONS

<u>Generating Stations</u>	<u>River</u>	<u>No. of Units</u>	<u>Station</u>	<u>Annual</u>	
			<u>Capacity</u>	<u>Energy</u>	
			<u>MW</u>	<u>MWh</u>	<u>Av. MW</u>
<u>Northeastern Region</u>					
Abitibi Canyon	Abitibi	5	206	1,329,110	152
Harmon	Mattagami	2	129	665,183	76
Kipling	Mattagami	2	125	662,735	76
Little Long	Mattagami	2	122	585,954	67
Otter Rapids	Abitibi	4	175	712,230	81
	TOTAL	<u>15</u>	<u>757</u>	<u>3,955,212</u>	<u>452</u>
<u>Northwestern Region</u>					
Caribou Falls	English	3	77	571,824	65
Ear Falls	English	4	19	128,285	15
Manitou Falls	English	5	72	460,877	53
White Dog Falls	Winnipeg	3	65	417,177	48
	TOTAL	<u>15</u>	<u>233</u>	<u>1,578,163</u>	<u>181</u>

3.1.1.2 Other Ontario Hydro Generation at  
Locations Connected to the  
Grid System

At Crow River, Ontario Hydro maintains a diesel generating station of 1,400 kW capacity as a backup to the long supply line from the grid system which runs through Uchi.

3.1.1.3 Other Ontario Hydro Installed  
Generation at Locations not  
Connected to the Grid System

These installations are described in Section 3.3 which deals with supply arrangements for remote communities.

3.1.1.4 Other Related Ontario Hydro Facilities  
Colonies

In conjunction with the Ontario Hydro owned hydraulic generating facilities and to facilitate their operation and maintenance, there are two Ontario Hydro colonies, one at Abitibi Canyon and the other at Ear Falls. The Abitibi Canyon Colony consists of 86 houses, a public school and a recreation centre; and the Ear Falls Colony consists of 23 houses.

Roads

Also associated with the hydraulic generating facilities are approximately 120 miles of road north of latitude 50°N. as detailed in Table 4. With the exception of the 50 miles of road from Fraserdale to Little Long GS, Harmon GS and Kipling GS, these roads have been turned over to the Ontario Government.

TABLE 4

ROADS ASSOCIATED WITH  
ONTARIO HYDRO HYDRAULIC GENERATING FACILITIES

	<u>Distance</u> <u>Miles</u>	<u>Distance</u> <u>km</u>
Smooth Rock Falls to Fraserdale	46	74
Fraserdale to Abitibi Canyon GS	2.5	4
Fraserdale to Little Long GS	32	51
Little Long GS to Harmon GS	11	18
Harmon GS to Kipling GS	3.5	6
Ear Falls GS to Manitou Falls GS	9	14
Minaki to Whitedog Falls	18	29
TOTAL	<u>122</u>	<u>196</u>

Water Storage and Diversion Schemes

In association with hydraulic generating stations, there are three major river diversion schemes built and operated by Ontario Hydro, as well as some minor ones.

The Albany/English System (Root River Diversion)

A portion of the Albany River watershed has been diverted to Lac Seul (English System) by means of the Rat Rapids and Cedar Channels Dams. The diverted waters flow through the Lake St. Joseph Diversion Dam and down the Root River to Lac Seul, the major storage reservoir on the English River.

The Ear Falls dam at the outlet of Lac Seul is owned by the Ontario government and is operated by Ontario Hydro under instructions from the Canadian Lake of the Woods Control Board.

The waters of Lac Seul and other headwater lakes drain into the English River through the Ear Falls, Manitou and Caribou Generating Stations and

thence into the Winnipeg River serving six generating stations in Manitoba.

The Albany/Nipigon System (Ogoki Diversion)

A portion of the Ogoki River watershed has been diverted into the Nipigon River watershed by means of the Waboose and Summit Control Dams. The diverted waters flow through the Summit Control Dam via the Little Jackfish River into Lake Nipigon the major storage on the Nipigon River. Lake Nipigon discharges via the Nipigon River to Pine Portage, Cameron and Alexander Generating Stations and thence into Lake Superior.

The Kenogami/Long Lake System (Long Lake Diversion)

A portion of the Kenogami River watershed has been diverted through Long Lake by means of the Kenogami and Long Lake Control Dams. The diverted waters flow through the Long Lake Control Dam down the Aguasabon River to the Aguasabon Generating Station and thence to Lake Superior.

A summary of storage and diversion facilities located north or adjacent to 50° appears in Table 5.

TABLE 5

WATER STORAGE AND DIVERSIONS NORTH OF 50°

<u>System</u>	<u>Dams</u>	<u>Storage Area</u>		<u>Range</u>	
		<u>sq. mi.</u>	<u>km<sup>2</sup></u>	<u>ft.</u>	<u>m</u>
<u>Albany/English</u> (Root River Diversion)					
Rat Rapids Dams	2				
Cedar Channels Dams	2				
Lake St. Joseph Diversion Dam	1	237	614	9.2	2.8
Lac Seul Storage	1	594	1,538	16	4.9
<u>Albany/Nipigon</u> (Ogoki Diversion)					
Waboose Lake Dam plus various auxiliary dams	1	63	163	6.7	2.0
Summit Lake Control Dam plus auxiliary dam	1	35	90	6.7	2.0
Lake Nipigon Storage	1	1,752	4,536	9.0	2.7
<u>Abitibi River</u>					
Newpost Creek Diversion Dam	1	-	-	-	-
<u>Mattagami River</u>					
Opasatika Diversion Dam	1	14	36	7.5	2.3

### 3.1.2 Generation Other than Ontario Hydro

Hydraulic and diesel generating facilities owned and operated by agencies other than Ontario Hydro also exist, but in limited numbers and with generally small capacities. The energy produced is primarily consumed by the operating agency. The most significant generating facility in this category is the SMOKEY FALLS hydraulic generating station on the Mattagami River. This station, owned and operated by Spruce Falls Paper Company, has an installed capacity of approximately 56,000 kW.

### 3.2 Transmission Facilities

In the area north of or adjacent to 50<sup>0</sup>, Ontario Hydro operates and maintains 112.9 miles of 230 kV transmission lines, 428.83 miles at 115 kV, and 110 miles at 44 kV. These lines serve to connect generation to the grid and to provide supply from the grid and from generating stations to northern communities and industries.

The details of these transmission lines are listed in Table 6 which follows.

TABLE 6  
TRANSMISSION LINES

At 230 kV

<u>FROM</u>	<u>TO</u>	<u>LENGTH IN MILES</u>	<u>REMARKS</u>
Kipling GS	Harmon GS	2.82	To Grid
Harmon GS	Little Long GS	7.55	To Grid
Little Long GS	Pinard TS	27.66	To Grid
Little Long GS	Spruce Falls Pulp & Paper (Kapuskasing)	51.5	To Customer
Otter Rapids GS	Pinard TS	23.40	To Grid
	TOTAL	<u>112.93</u>	

At 115 kV

Abitibi Canyon GS	Otter Rapids GS	21.97	Supply to Moosonee
Otter Rapids GS	Moosonee	89.46	
Dryden TS	Ear Falls GS	61.09	To Grid
Ear Falls GS	Red Lake TS	41.62	Supply Red Lake and Griffiths Mines
Ear Falls GS	Manitou Falls GS	11.73	To Grid
Ear Falls GS	Crow River TS	161.72	Supply to Pickle Crow, South Bay Mines & Umex Corporation Mine
Whitedog GS	Rabbit Lake TS (Kenora)	29.60	To Grid
Caribou Falls GS	Whitedog GS	11.64	To Grid
	TOTAL	<u>428.83</u>	

At 44 kV

Geraldton North DS	Nakina DS	40.00	Supply to Nakina Townsite and Kimberley-Clark
Dryden TS	Sioux Lookout	51.73	Supply to Hudson, DND and Sioux Lookout
Caribou Falls GS	Consolidated Faraday Mines	18.27	Supply to Mine
Red Lake 44 kV System			Lines from Red Lake TS to Townsite and Surrounding Mines
	TOTAL	<u>110.00</u>	

### 3.3 Retail Electric Service in Northern Communities

Through agreements with the Federal Department of Indian Affairs and Northern Development (DIAND) and the Ontario Ministry of Energy, community power is being supplied to communities in this area by Ontario Hydro from local diesel-electric plants or by direct line supply if practicable. The general arrangement is:

- the government agency provides all capital for the generating plants and for the distribution systems.
- Ontario Hydro constructs, operates, maintains and renews the systems.
- restricted residential service (limited to about 3-1/2 kilowatts per home) is supplied at the same rate as applies for initial usage on Hydro's rural system, presently 6.75 cents per kilowatt-hour.
- all other services are billed at cost-based rates of 14 cents per kilowatt-hour for communities with road or rail access, and 26 cents per kilowatt-hour for communities with air access only.
- any annual loss associated with operation of these systems will be met in part by a subsidy from Hydro's bulk power system, and in part by an increase in rates in these communities.

This is a low-key program, limited to communities able to muster 25 or more year-round customers. Communities eligible for service and timing of electrification work are determined by the funding agency.

#### 3.3.1 The Indian Community Electrification Program

The DIAND-Hydro program began at Ft. Albany in 1972. Communities presently supplied are Ft. Albany-Kashechewan, Attawapiskat, Big Trout Lake, Pikangikum, and Sandy Lake. Diesel generators are now in service at Weagamow and Lansdowne House where distribution lines are to be completed before the end of 1977. It is expected that this type of service will be provided at Winisk, Fort Hope, and Webiquie in 1978 and 1979. The program gets a mixed reception by the native people, because they do not generally have the equipment to make full use of electric service. Further, expenditures for house wiring at an average cost of \$1,200

per home are made out of limited Band funds, and must be weighed against other capital requirements in these communities by the local Bands. At present there are only 450 customers connected.

3.3.2 The Program for the Electrification of Remote Northern Communities

The Provincial program is expected to involve only 9 communities, all located along rail lines in Northern Ontario, and chiefly below the 50th parallel. Thus far only Hillsport (north of Manitowadge) is being supplied using an existing system. A new system should be in service by early 1978. Armstrong and Oba will be connected within the next 6 months, and the remaining communities (Auden, Collins, Ramsey, Sultan, Kormak, and Biscotasing) are to be supplied by the end of 1979 (Ref. Fig. 1).

Diesel generation plants presently supplying remote communities north of 50° are listed in Table 7.

TABLE 7

DIESEL GENERATOR SITES  
FOR COMMUNITY POWER  
North of 50°

<u>Site</u>	<u>No. of Units</u>	<u>Size (kw)</u>	<u>Total Capacity (kw)</u>
Big Trout Lake	3	125	375
Attawapiskat	4	175	700
Pikangikum	3	125	375
Sandy Lake	3	175	525
Lansdowne House	3	100	300
Weagamow	3	100	300
Fort Albany	5	250	1,250
*Armstrong	2	350	700
TOTAL	<u>26</u>		<u>4,525</u>

\* currently being installed

It should be noted that the rates and service conditions outlined above apply only to communities with diesel supply. Where a line supply can be arranged, standard Ontario Hydro Retail System rates apply. Conditions favourable to line supply include sufficient load to justify the higher initial cost, and capital cost assistance sufficient to permit a viable operation at standard rates. A line supply to Moosonee was provided in 1976, with the full capital cost being provided by the governments of Ontario and Canada.

In the past year, attention has been directed to possible development of small hydraulic plants to supply this type of community. The obvious advantage of this approach is the saving in diesel fuel, which is currently costing from \$1.00 to \$1.50 per gallon delivered to these locations. Additional information is contained in Section 4.1.8.

### 3.3.3 Power for Telecommunications Network

To fulfill a commitment made to Bell Canada by the Ministry of Transportation and Communications in connection with a telecommunication network for the remote northern communities, Ontario Hydro has acted as a contractor for the Ministry in the installation and operation of small diesel power plants at 16 locations, as listed in Table 8. These plants were installed in 1976 and 1977, and are for the exclusive supply to the communications plant. The generating plants are owned by the Ministry and full operating costs are recoverable from the supplier of the communication service (Bell Canada and/or Telesat Canada). At mid-1977, Bell Canada undertook to provide the operation and maintenance of these 16 units, as a sub-contractor of Ontario Hydro. This permits coordination of work on the communications and power equipment, thereby reducing travel costs which are a significant item in these locations.

TABLE 8

DIESEL GENERATION FOR  
TELECOM SITES

<u>Site</u>	<u>No. of Units</u>	<u>Sizes (kW)</u>	<u>Total Capacity (kW)</u>
Poplar Hill	2	9, 18	27
Deer Lake	2	6, 12	18
North Spirit Lake	2	6, 12	18
MacDowell Lake	2	6, 9	15
Kesabonika	2	9, 18	27
Lansdowne House	2	6, 19	25
Cat Lake	2	6, 6	12
Slate Falls	2	6, 6	12
Sachigo Lake	2	6, 6	12
Muskrat Dam	2	6, 6	12
Ogoki	2	6, 6	12
Angling Lake	2	6, 6	12
Bearskin Lake	2	6, 8	14
Kingfisher Lake	2	6, 8	14
Wunnummin	2	6, 8	14
Webiquie	2	6, 18	24
TOTAL	<u>32</u>		<u>268</u>

#### 4.0 POTENTIAL RESOURCES

Among the potential resources for electric energy in the areas north of 50°, hydraulic power has received the most attention. Other potential sources include thermal stations, both fossil-fired and nuclear, diesel, solar, wind and biomass.

##### 4.1 Hydraulic

The average precipitation over the 412,000 square miles of Ontario ranges between 20 and 30 inches of water annually. The height of land occurs north of the Great Lakes with its highest elevation northwest of Lake Superior at over 1,200 feet above sea level. From this height of land, the run-off follows five main paths to the sea, shown diagrammatically in Figure 2.

# BASIC POWER HYDROLOGY OF ONTARIO

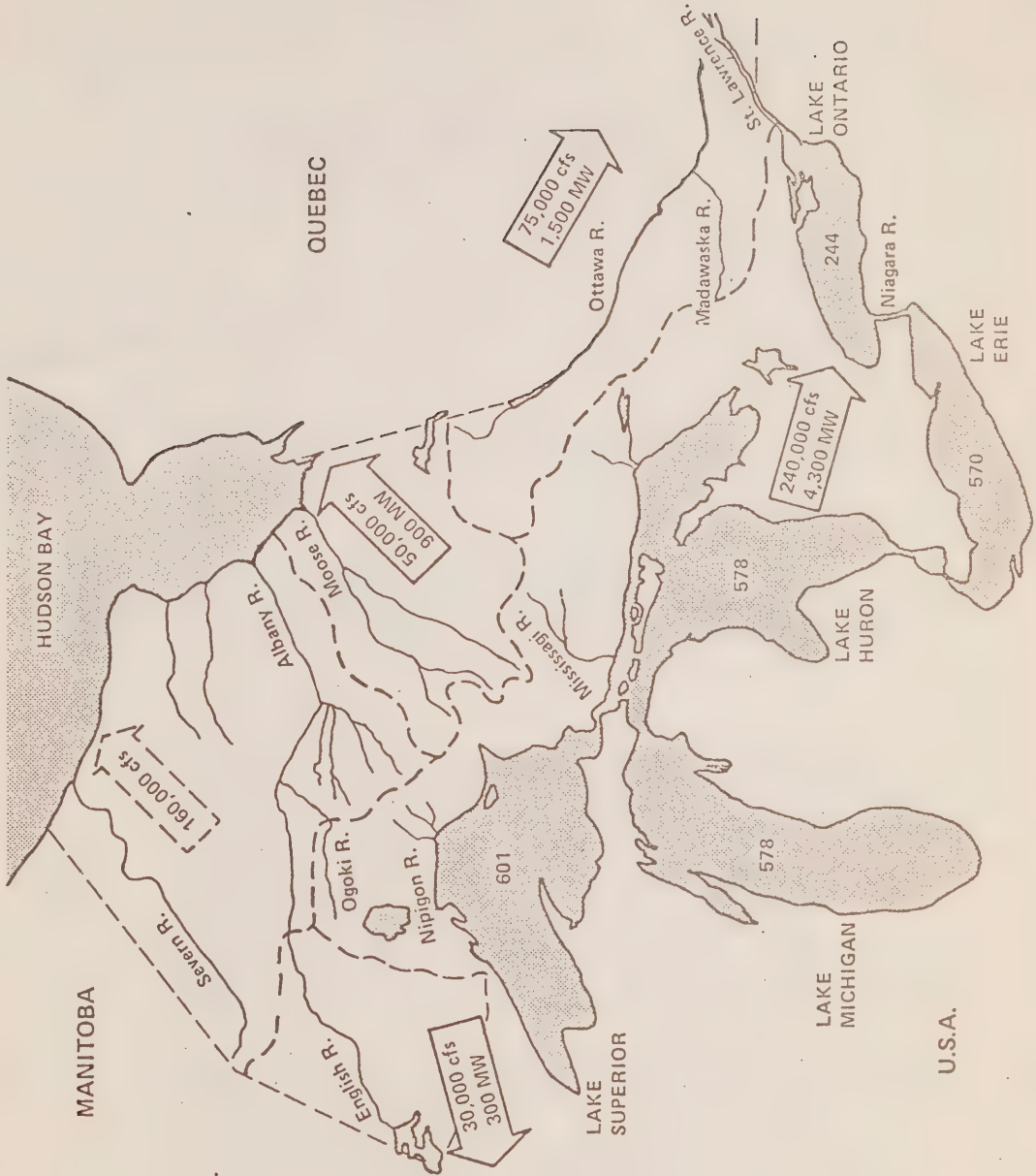


FIGURE 2



The potential of the major northern river systems is estimated to be approximately as follows:

TABLE 9

POTENTIAL HYDRAULIC POWER  
NORTH OF THE 50TH PARALLEL

<u>River</u>	<u>Av. Energy IHW</u>
Albany (partial development)	1,000
Attawapiskat	40
English	.31
Little Jackfish	59
Moose (including Abitibi, Mattagami and Missinaibi)	389
Severn	615
Winisk	130
TOTAL	<u>2,264</u>

Before seeking government approvals, including environmental assessment, for any of these projects, further system studies and full discussions with the public will be required.

4.1.1 Albany River

Ontario Hydro's first involvement with the Albany River System concerned a small generating station located at the outlet of Lake St. Joseph and operating under a head of 14.5 feet, providing power for local mining operations. Powerhouse No. 1 was built in 1935 and officially retired from service in 1963. Powerhouse No. 2, built in 1936 was also retired from service in 1963. In the following year, both powerhouses were converted to sluices.

Albany River diversions were next studied as an energy source. Two tributaries were involved, the Ogoki and Kenogami, both of which flow parallel to the Albany and join it in the coastal plain in the lower half of the river. In 1943, a decision was reached to divert a portion of the Ogoki to the Great Lakes via the Nipigon River. This diversion permitted the existing plants to be used more effectively and

justified the construction of DeCew Falls GS No. 2, Unit No. 1, Pine Portage GS and the extension of Cameron Falls GS and Alexander GS. In 1948, the Kenogami (Long Lac Diversion) was diverted via the Aguasabon River to the Great Lakes. As a result, Aguasabon GS and DeCew Falls GS No. 2, Unit No. 2, were constructed.

The Federal and Ontario governments reached an agreement in 1965 on the undertaking of studies of Ontario's northern water resources and related economic development. The studies would be carried out and financed separately by Canada and Ontario, with overall study coordination by a committee representing both governments.

The committee (including a representative from Ontario Hydro) arranged for an exchange of information and insured against duplication of effort by the two governments. The responsibility for engineering feasibility and cost studies required for an assessment of Ontario's northern water resources was allocated to the Federal Government with hydrologic and water quality studies remaining the responsibility of the Ontario Government.

The cost of developing these northern rivers is not well known but is believed to be high because of the difficult terrain, cost of environmental protection and remote location. Based on very rough estimates of the cost of the generating and transmission facilities to develop the Albany system, the cost of energy delivered to major Ontario load centres would substantially exceed that from a large thermal station at this time. However, there is need for improved engineering and environmental information. The effect on native people of controlling flow on these rivers would have to be taken into account before a firm conclusion could be reached as to the feasibility, acceptability, and economics of developing part or all of the northern hydro-electric potential.

Investigative work on northern rivers was suspended in 1976 because the government directed that no development of the Albany be undertaken pending the completion of the work of the Royal Commission on Electric Power Planning. Recently the Provincial Government clarified its

position, indicating that no on-site studies are to be undertaken but office studies on northern rivers could proceed. As a consequence, an office re-assessment of available data is being undertaken. These studies do not contemplate any diversion schemes.

Although it is too early in the study to identify a resource potential for the Albany River on the basis of partial development, it is anticipated that the study will identify a block of some 1,000 MWe.

#### 4.1.2 Attawapiskat River

In 1964, a preliminary resource inventory study was carried out on the Attawapiskat River using photogrammetry and government topographical maps. Three possible power sites were identified on the upper reach of the river in the Precambrian Shield, while the lower half in the coastal plain did not appear feasible for development due to the low bank heights and the uniform river gradient. Preliminary cost estimates were prepared for these three sites. Although there was no system analysis on the sites, from the high capital costs and inaccessibility to the area, it was evident that no further developmental studies should be undertaken at that time.

Preliminary studies identified total power potential of some 40 MWe (3 sites). A more detailed examination of the watershed's power potential is planned for 1979.

#### 4.1.3 English River

Studies have established the economic viability of constructing a new power site at Maynard Falls and a plant extension at Ear Falls GS, representing a total potential of 31 MWe.

#### 4.1.4 Little Jackfish River

Studies have established the economic viability of constructing two power sites representing a total potential of 59 MWe. Studies are in progress to assess the feasibility of a third site, intended to improve flow conditions on the

lower river while at the same time providing a small additional block of energy.

#### 4.1.5 Moose River

The Abitibi, Mattagami and Missinaibi Rivers join to form the Moose River which enters James Bay at Moosonee.

One new site is under study on the Abitibi River (71 MWe).

Two schemes on the Mattagami River are under active study (143 MWe). A possible proposal on the Missinaibi River involves a single site (25 MWe). The power potential of the Moose River can be most economically developed by a two stage development (150 MWe).

#### 4.1.6 Severn River

Preliminary photogrammetric studies identify a network of eighteen power sites representing a total Av. Energy Output of 615 MW.

A more detailed examination of the watershed's power potential is planned for 1979.

#### 4.1.7 Winisk River

Preliminary photogrammetric studies identify a network of four sites representing a total of 130 MWe.

#### 4.1.8 Hydraulic Power Supply for Northern Communities

##### 4.1.8.1 R&D Program, Small Generating Stations and Small Dams

A Canadian manufacturer is concluding a design proposal for a pre-fabricated generating unit suitable for transportation by ground or air to remote locations and for erection by local labour with minimal technical supervision. Ontario Hydro has made a small grant to assist this Company with design of a small unit applicable to site conditions at Deer Lake in Northern Ontario. This type of equipment is intended initially for

installation in remote northern locations as a replacement/supplement to diesel generation.

A consultant is concluding a study of alternative and innovative ways of constructing small dams in remote locations, maximizing use of local material and labour while at the same time minimizing environmental damage.

#### 4.1.8.2 General Resource Inventory

An office study is nearing completion examining possibilities of meeting ultimate community power requirements at about 20 locations by hydro-electric generation (as an alternative to diesel generation). This study has been conducted in the office, using available high-level photography. Preliminary site sketches are being developed by photogrammetric means and a preliminary resource inventory is being developed indentifying head and power potential. Conditions compatible to an economic hydraulic development (proximity to community, suitable topography, soil conditions, and stream flow) appear to exist in only about one-fifth of 26 possible sites surveyed in the fall of 1977.

#### 4.1.8.3 Feasibility Report for Hydraulic Power for Seven Communities

Preliminary reports are being prepared establishing the feasibility of providing community power to seven communities identified with the current electrification program, specifically for Bearskin, Fort Hope, Lansdowne House, Muskratdam, Sandy Lake, Webequie, Wunnummin. In the planning stages, contact was made with each community explaining the purpose of the study and arranging for actual site visits. In this regard, MTC offered its services, taking advantage of their considerable experience with the northern communication system. In each

instance of site visits, discussions were held with entire Councils or with their representatives. Although the report is not complete, it could be stated that there is a viable scheme for providing hydro-electric power at three or four of the seven communities visited this year.

4.1.8.4 Project Proposals for Deer Lake and Duck River

Preliminary feasibility studies for the Deer Lake and Sandy Lake communities carried out in 1976 showed the schemes to be viable in terms of both engineering and economics. Studies were approved for 1977 involving preparation of firm project proposals for both locations as follows:

Deer Lake: Ontario Hydro has conducted a design survey of the damsite utilizing local residents and boats as well as housing provided by the native community. Shawinigan Engineering Ontario has been engaged to assess the pre-fabricated power station developed by Canada Frontier and to develop schedules and costs for the design and construction of the small plant (app. 150 kW). The community is actively supporting the proposed installation.

Duck River Plant Restoration (Sandy Lake): Approval is being sought to engage consulting services for the development of a firm proposal to restore this plant for supplying community power to the Sandy Lake Community. The proposal to restore this plant for supply of power to the Sandy Lake Community has been discussed with the Council at Sandy Lake, receiving their approval in principle. The consultant report is tentatively planned for March, 1978.

## 4.2 Other Forms of Generation

### 4.2.1 Onakawana Development

The feasibility of a power development at Onakawana is being re-studied based on a proposal by the Shawinigan-Steag Company. Mining methods and fuel costs are being input by Onakawana Development Limited with Hydro providing information on incorporation, operation and maintenance costs, financial and escalation rates. A full update report prepared by Shawinigan-Steag is scheduled for March, 1978.

### 4.2.2 Hearst Wood Waste Energy Study

In cooperation with 5 ministries of the Provincial government Ontario Hydro representatives have served on the Steering Committee and the Working Committee for a study on the feasibility of a co-generation facility for process steam and electricity based on the wood resources available in the Town of Hearst. Hydro's contribution has been made principally in the development of the Scope of Work and in developing information and data for pricing the electrical generation and for standby power. This considerable involvement has contributed to the completion of the first phase of a study which will serve to answer many of the questions currently asked in connection with proposals to build generating plants fuelled from wood waste.

## 5.0 PLANS FOR THE FUTURE

The electrical demand in Northern Ontario, i.e., north of the 46th parallel, is forecast to increase in the future at a rate of about 5% a year. Most of this growth is expected to occur south of the 50th parallel. As this growth occurs, additional generation and transmission facilities will be installed to augment the existing supply. The planning for new generation and transmission facilities must be done well in advance because of the lengthy lead times required for approvals and construction.

Recently citizens' committees representing various interests in Northern Ontario took part in a series of preliminary planning meetings with Ontario Hydro in Timmins and Thunder Bay to consider alternative ways to meet the electrical needs of Northwestern Ontario after 1982. Many of these

alternatives will directly involve only the area south of the 50th parallel, although some aspects of particular alternatives could affect the northern area.

One of the main alternatives being considered includes a high capacity transmission link between Northeastern and Northwestern Ontario. In all alternatives, it is assumed that some thermal generation will be required in Northwestern Ontario.

If new generation facilities comprise conventional fossil-fuelled or nuclear generating stations, it is likely that they would be located south of the 50th parallel, on the Great Lakes, although some northern station sites may be considered in Northwestern Ontario. However, most of the potential hydroelectric generating station sites and the Onakawana lignite deposits described in Section 4.0 do lie north of the 50th parallel.

Currently Ontario Hydro's long range plans do not specifically include the development of the Onakawana lignite deposits nor any of the potential hydroelectric sites in Northern Ontario. However, feasibility studies of developing the lignite deposits are in progress and studies of hydroelectric potential are continually being reviewed in light of the increased concern for indigenous and renewable energy sources, and the rapidly increasing prices for fossil fuels. Where these projects are proven economic and desirable to meet system demands they would be included in long range generation plans and fully discussed with the public. Before proceeding with any of these potential developments review under the Environmental Assessment Act and government approval would be required.

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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

ONTARIO ABITIBI BAND

PRESENTED AT

TIMMINS

NOVEMBER 24, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY  
ONTARIO ABITIBI BAND

PRESENTED AT

TIMMINS

ON

NOVEMBER 24, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
M4W 1A5



EXHIBIT.

113

No. 113

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Ontario Abitibi Band*

this *24* day of *Nov* 19*77*

*Square*

THE ROYAL COMMISSION  
ON THE NORTHERN ENVIRONMENT

BREIF PRESENTED BY  
CHIEF JIM DIAMOND  
ONTARIO ABITIBI BAND

NOVEMBER 24, 1977.  
SENATOR HOTEL,  
TIMMINS, ONTARIO



Mr. Justice Hartt, I am Jim Diamond, chief of the Ontario Abitibi Band. All of my people live off the reserve. We have no reserve, so my people are scattered. Sometimes I live in Cochrane and sometimes I live in the bush.

I want to tell you about what happened to me and my trapline when a forest company began to cut on my land, I want to tell you this to warn you about what will happen in the Reed area if people are not protected.

I started to trap when I was 14. That was 37 years ago. I became a trapper because this was what I wanted to do with my life. I was raised on my trapline. The land is my home and as familiar to me as your own house is to you Mr. Hartt.

I am not against development but I have found on my land, development has brought a lot of problems.

The major problem really is the fact that forest roads have opened up my land.

I have a cabin on my trapline, I used to leave my cabin open. You know Justice Hartt, Indian people are friendly, We leave our cabins open and some food for anyone who needs help, who gets lost.

But now with the roads and hunters my cabin is vandalised and my things are stolen. People have broken the door of the cabin. They have stolen my traps. They took my stove. Now I lock up my cabin and hide my things but, people break in anyway, It wasn't like this in the old days, I think there must be a white peoples problem for anyone to act like this.

I think there should be some kind of security on these forest roads to stop this vandalism and theft, Mr. Hartt the forest companies close the roads into where they are cutting because they do not want their workers shot or things stolen. o they can protect us too.


The forest companies don't act properly either, They never tell anyone that they are going to log on your traplines. They built a road right over my cabin. They have bulldozed my trails. They have destroyed my traps. They knocked tree into the Lowbush River. This was my transportation route to James Bay. It was our highway. Now you can't canoe on it anymore because of the deadfall. The company has never offered or tried to clean up the river.



I think that companies and governments should consult with the Indian people before they do anything to our land. We were the first people here. We live on the land and we understand that land. We have been pushed further and further north. Pretty soon we will have no place to go.

We dont want to see our lakes polluted like they are down south or like Abitibi Lake. Anymore developement in the north has to leave our lakes like they are now - clean. We want the air to stay pure. No one can live without clean air and clean water.

We are not against progress as long as it does not ruin the country of its beauty. Commissioner Hartt, thank you for your attention. I hope everyone understoodme. I would like you to come and visit my trapline if you can and see what it is like and the changes that have been made. And see the beauty of my land.





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SUBMISSION TO  
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THE NORTHERN ENVIRONMENT

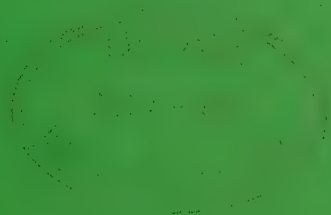
BY

ONTARIO MINISTRY OF  
TRANSPORTATION  
& COMMUNICATIONS

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



## SUBMISSION TO

THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENTBYThe Ontario Ministry of Transportation  
and Communications  
1201 Wilson Avenue  
East Building  
Downsview, OntarioPRESENTED ATGeraldton  
on  
November 28, 1977ROYAL COMMISSION  
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M4W 1A5



No. 114

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Ministry of Transportation*

this 28 day of Nov 1977

*S. J. Jones*

A Submission to

the

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

from

THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

TRANSPORTATION SERVICES IN THE  
NORTHERN ENVIRONMENT OF ONTARIO

October, 1977

Urban and Regional Transportation Planning Office

M. T. C.



# ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

## TRANSPORTATION SERVICES IN THE NORTHERN ENVIRONMENT OF ONTARIO

### INTRODUCTION

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# TRANSPORTATION SERVICES IN THE NORTHERN ENVIRONMENT OF ONTARIO

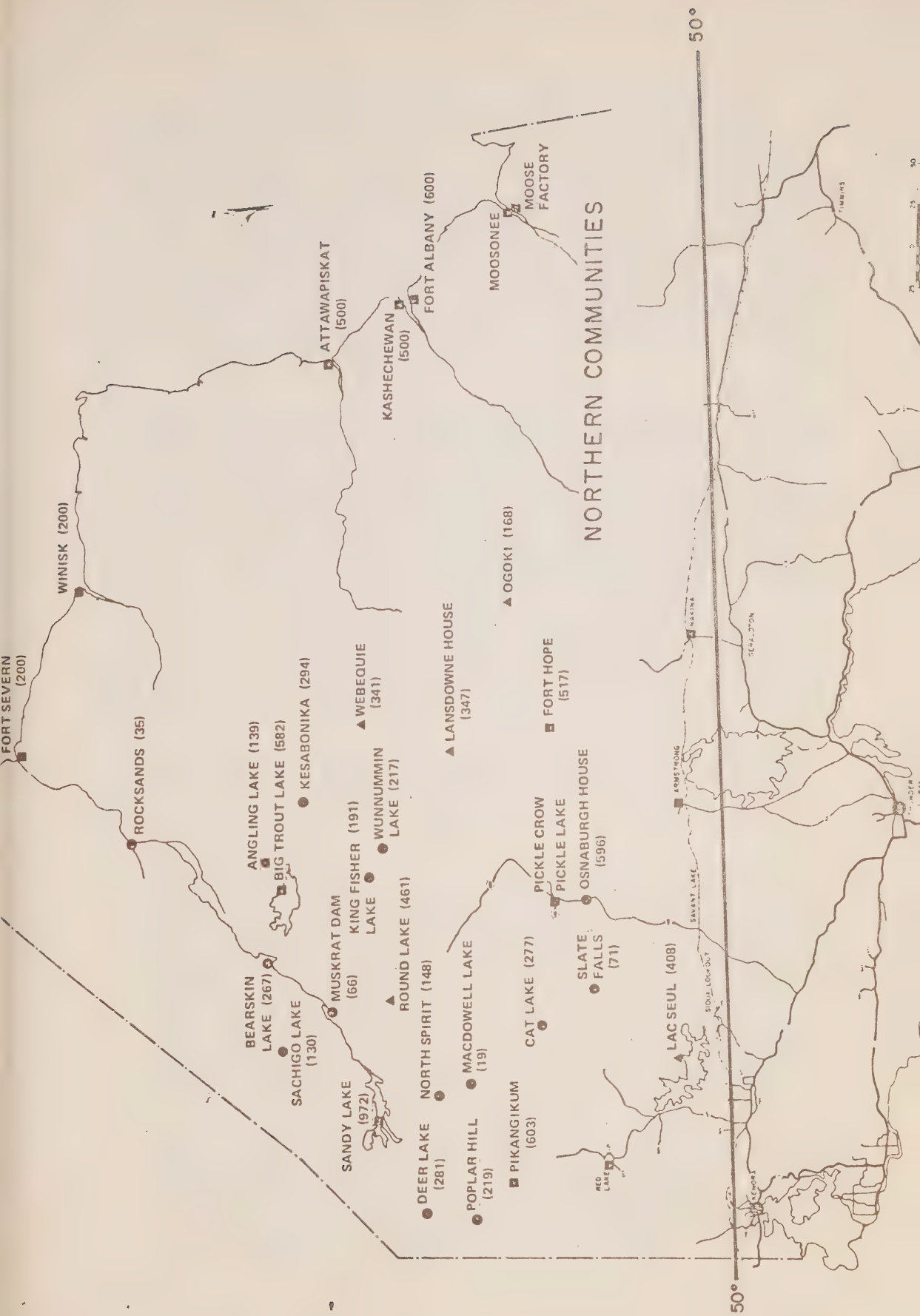
## INTRODUCTION

This report has several objectives. First it provides a brief factual summary of the available transportation services in the Northern Environment. Secondly, it indicates in a concise manner the current role and responsibility of this Ministry. Thirdly, the current transportation issues relevant to this area are briefly documented.

In the report, in keeping with the Commission's mandate, comments and facts have been limited to that part of the Province lying north of the 50th. parallel of north latitude. The 50th. parallel approximates the current northern limit of development. The major east-west transportation corridors for rail and road lay just south of this line. Figure 1 indicates the area and communities considered in this report.

From a transportation perspective, the Northern Environment currently has a limited infrastructure. Air access is predominant, using airports at some settlements and lakes or rivers elsewhere within the region. In fact, most of the North is only accessible by air. Road transportation while minor, within the region, is significant to link the resupply base communities with the developed highway system south of 50°. Rail and water transportation are also present north of 50°. However, they are only of significance to the settlements along the shores of Hudson and James Bays.







# I M.T.C. ROLE AND RESPONSIBILITY

## A Functions

M.T.C. historically has had the responsibility to establish the transportation service policies and their delivery throughout the Province. A number of Provincial transportation programs, such as Provincial Roads and Airport Development, are directly controlled whereas only indirect control has been exercised over the administration of municipal roads, transit and airports as well as the services offered by the Ontario Northland Transportation Commission. During 1977, these M.T.C. responsibilities were altered, somewhat, with the creation of the Ministry of Northern Affairs. While M.T.C. is to continue to establish the transportation service policies for the Province certain aspects of their delivery, within Northern Ontario, will be co-ordinated through the M.N.A.

More specifically, the Ministry of Northern Affairs has been given a mandate to co-ordinate the priority setting for, and the delivery of, a number of government initiatives for Northern Ontario. Within the transportation sector their responsibilities include some specific administrative and budgetary functions. Administratively the Ontario Northland Transportation Commission now reports to the Minister of Northern Affairs. In addition, all Northern Ontario capital works projects, in the M.T.C. Provincial Roads and Airport Development programs, will be funded through the M.N.A. within mutually determined priorities. Considerable co-ordination between M.T.C. and M.N.A. is also anticipated when allocating funds within the O.N.T.C. budgets, for Ontario Northland Railways, Ontario Northland Marine and norOntair, to ensure overall Provincial transportation service policies are preserved.

In keeping with the above M.T.C. responsibility the following summarizes the five broad categories of activities involved in the provision of transportation by the Province.

### i) Planning and Policy Development

Planning and policy development activities, particularly with respect to roads and air services, are carried out by the M.T.C. To ensure that transportation needs are determined in the proper perspective, transportation engineering, social and economic benefits are given full consideration. The Ministry has developed considerable expertise in determining potentially undesirable environmental impacts; and, a planning process to ensure that decisions lead to the implementation of transportation improvements reflecting a proper trade-off between costs and benefits.

The Ministry planning staff also collaborates with M.N.A. /O.N.T.C. staff in the planning of improvements or changes in rail and air passenger services in the North. This joint approach is particularly effective in formulating Provincial input to Federal rail passenger initiatives such as rationalization of transcontinental and regional services; and, the introduction of VIA Rail Canada.



## ii) Funding and Construction Priorities

As mentioned above, the budgets for highway and airport construction in Northern Ontario were transferred to the M.N.A. as of this year. However, the actual setting of priorities with respect to which projects will be programmed in a specific year's construction program is a joint responsibility of the two Ministries and to a certain extent the Northern Ontario Resources Transportation Committee (NORTC).

The Ministry of Transportation and Communications continues to maintain budgetary and administrative responsibility for the various eligible municipal construction subsidy programs.

## iii) Design and Construction

As this implies, the Ministry is responsible for setting the design standards, preparation of design and contract documents and the construction (by contractor or otherwise) of Provincial road and airport facilities. The design and construction practices recognize the need to minimize environmental impacts such as erosion, siltation etc. In as much as costs of construction are borne by the M.N.A. the M.T.C., in essence, performs the role of an agent for the execution of highway and airport construction in the North.

## iv) Operation and Maintenance

This Ministry has overall responsibility for the operation and maintenance of Provincial facilities as well as the budgetary and administrative responsibilities for eligible municipal maintenance subsidy programs.

## v) Regulation

Private transportation activities internal to the Province are regulated by this Ministry. The regulatory function is carried out by statute usually using a licencing mechanism. This aims to ensure safe operating practices (by licencing drivers and vehicles) and an equitable distribution of services (by enfranchising carriers, such as trucking firms or bus lines).

There are transportation services which are under the authority of other jurisdictions. To protect the concerns or interests of Ontario, M.T.C. monitors those services over which it has no direct control. It can then convey concerns to the appropriate agencies such as the Railways or the CTC.

Appendix A gives an indication of Ministry construction activity in the North over the past 5 years (1973-1977) by program. It shows the diversity of the Ministry's program delivery functions.



In this report, specific mention is made to activities now directly related to the M.N.A., such as the Ontario Northland Transportation Commission (O.N.T.C.) and the Northern Ontario Resources Transportation Committee, (NORTC). The bodies have had and will continue to have a significant role in the provision of northern transportation services. The M.T.C. working relationship with these groups is expected to continue in the future, as previously outlined.

For a generalized summary of the roles and responsibilities Table I - 1 indicates the Provincial activities in transportation and the division of roles between M.T.C. and M.N.A. for Northern Ontario.



# PROVINCIAL: ROLES AND RESPONSIBILITIES FOR TRANSPORTATION SERVICES

SERVICE	MTC/MNA		MTC	
	FUNDING *		REGULATE	MONITOR
	DIRECT	JOINT		
1. Roads:				
Prov. Hwys.	X		X	(drivers & vehicles)
Resource, Industrial		X	X	" "
Municipal		X	X	" "
2. Transit:				
Intercity			X	
Municipal		X		
3. Trucking			X	
4. Air Services	X			X
5. Rail - Passenger				X
Freight				X
6. Water				X
7. Pipeline				X

TABLE I-1

## \* NOTE:

- i) "FUNDING" includes either Construction Costs, Operating and Maintenance Costs or both.
- ii) Direct Funding indicates where the Province (MTC/MNA) has sole fiscal responsibility for the provision of that service.
- iii) Joint Funding indicates where the Province (MTC/MNA) contributes financially to initiatives of other levels of government and/or agencies (public and private).
- iv) There are several exceptions to this general scheme, particularly related to the funding of services by M. N. A. and its agencies such as NORTC & ONTC. These are detailed in the text.

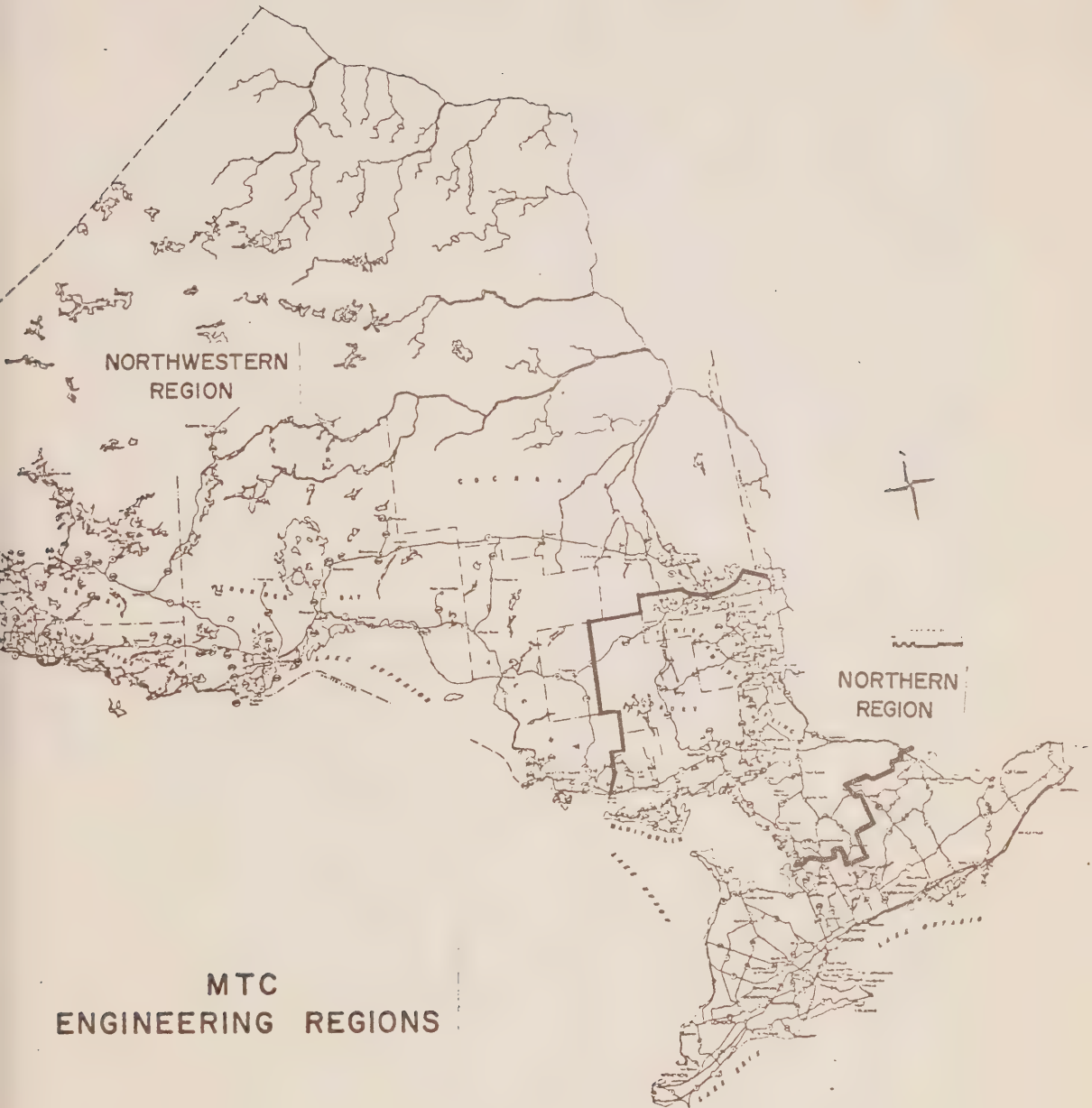


## B Organization

The Ministry of Transportation and Communications has two regional organizations in the North to carry out the engineering functions. Figure I - 2 shows the geographic responsibility of the Northern Regional Office, located in North Bay, and Northwestern Regional Office, located in Thunder Bay. The accompanying organizational charts indicate the specific functions carried out within each Regional Office. The transportation regulatory operations in the North are also directed by a Manager of Regional Operations in each of the North Bay and Thunder Bay Offices.

Generally, program planning, development of regulations and some monitoring functions, due to their specialized nature, are carried out at Head Office in Toronto. Specific groups or individuals are assigned on a continuous basis to these functions.

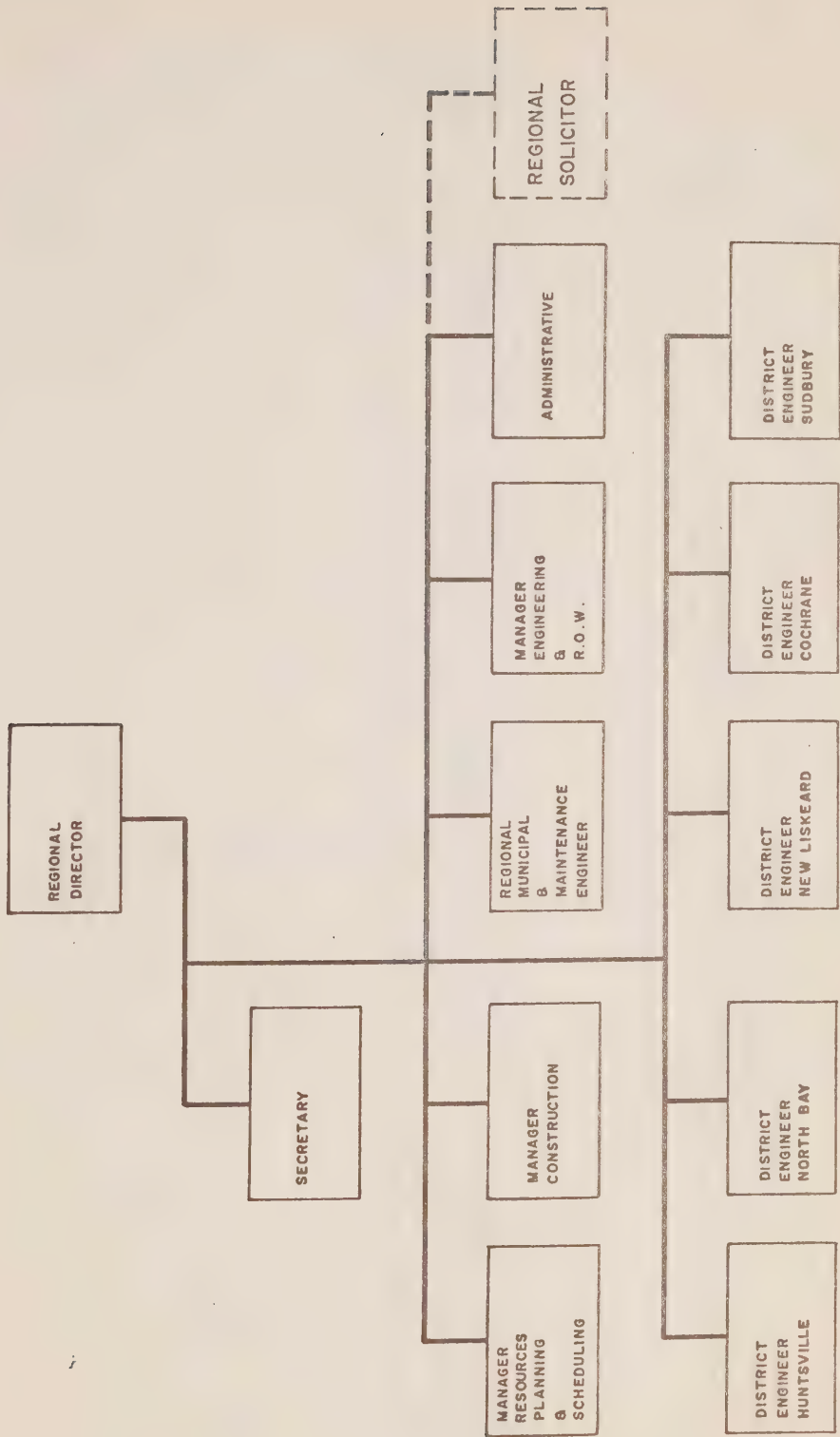






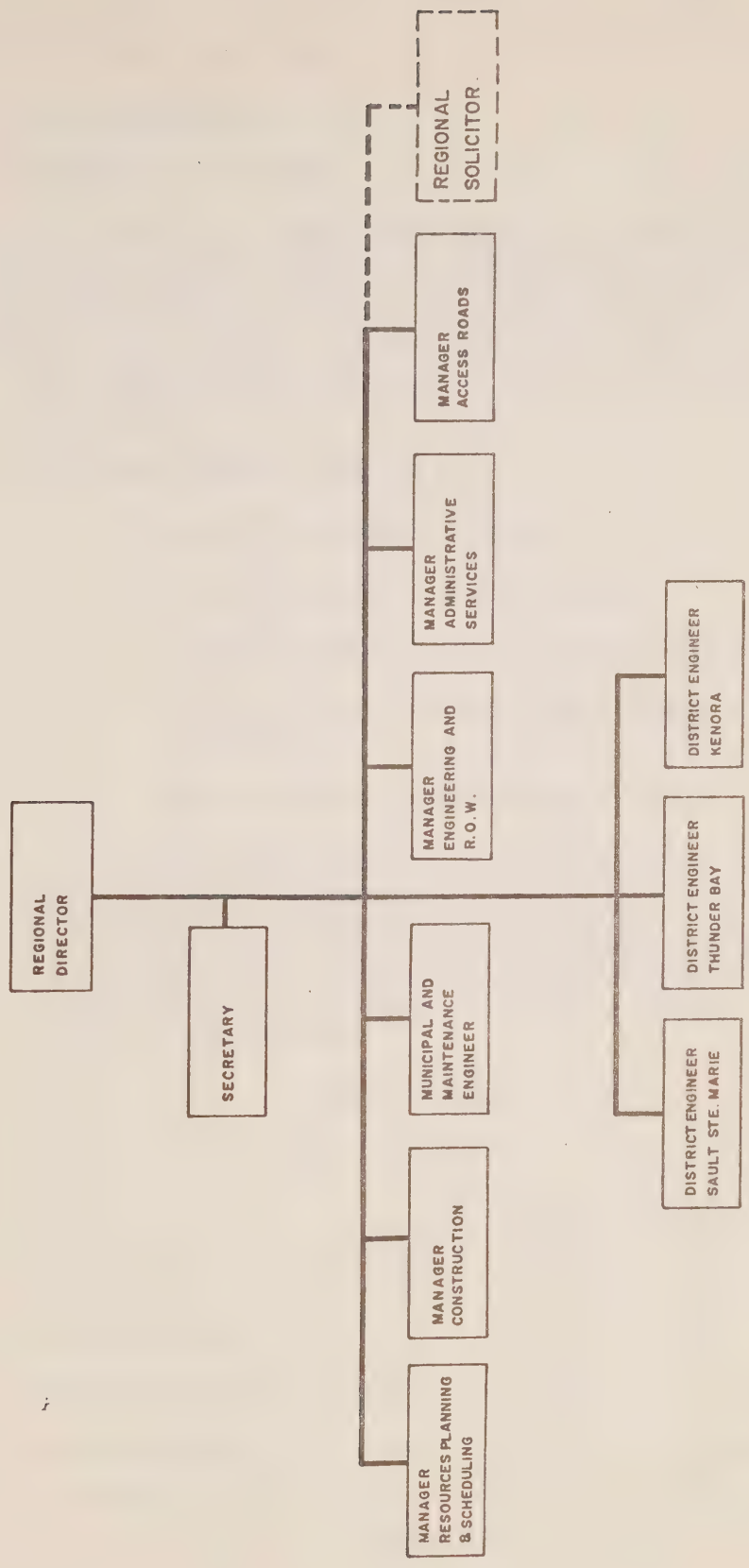
NORTHERN REGION  
EXECUTIVE OFFICE

477 McKeown Ave.  
North Bay





NORTHWESTERN REGION  
EXECUTIVE OFFICE





## II TRANSPORTATION SERVICES

A Road Transportation

(Jurisdiction: Provincial)

In carrying out its responsibility for roads within the Province, the Ministry has developed four road programs. The two major programs, applied Province wide, cover provincial highways and municipal roads. A northern oriented program covers resource access problems. Finally a program specifically for the north provides winter access. The following sections outline each program.

## 1. Provincial Highway Program

This general program provides for:

- maintenance of the highway system
- rehabilitation of deficient highway sections
- minor and major capacity improvements of highways
- addition of new facilities (highway links)

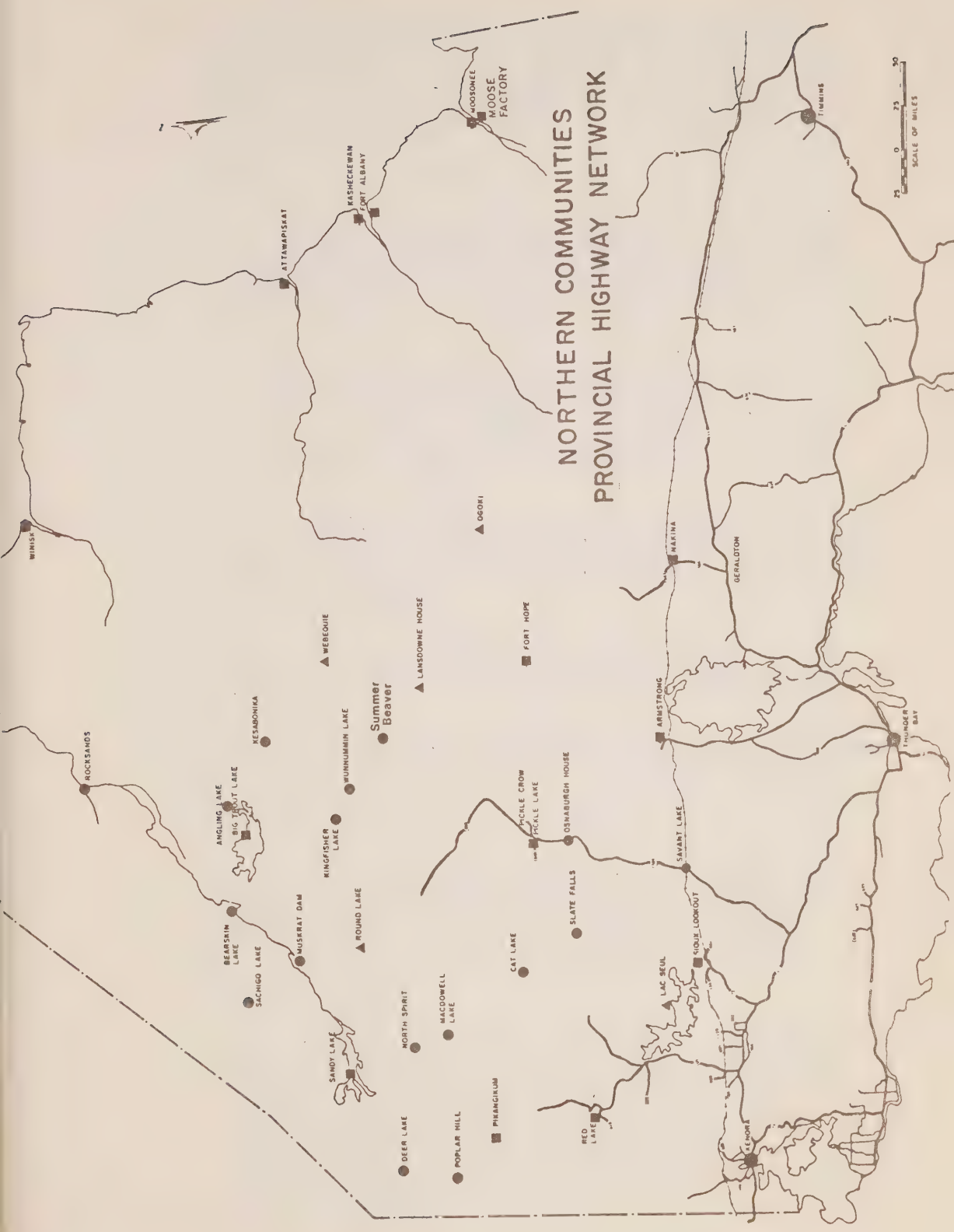
Based on the function of a road, it is classified as a King's Highway, Secondary Highway or Tertiary Road. The Provincial highway network within the Northern Region is shown in Figure II-1. Table II-1 below indicates the extent of road development north of 50°. The limited road penetration reflects the low need for surface access in this region up to the present.

## HIGHWAY DEVELOPMENT

FACILITY	Distance (km)		
	Provincial	North of 50° L	Regional % of Total
King's Highways	15,784	241	2%
Secondary Highways	4,895	259	5%
Tertiary Roads	396	187	47%

TABLE II-1







The road network has a basic north-south orientation linking development centers with the major east-west facilities south of the 50th. parallel. To obtain a complete picture of the road system serving the Northern region, facilities both north and south of the 50th. parallel should be considered jointly.

## 2. Municipal Roads Program

The Municipal Roads Program objective is to assist municipalities in the provision of safe and efficient roads within their areas. Subsidies are paid as a percentage of eligible expenditures for their road program costs as follows:

Cities - roads, bridges, culverts at 50%.

Towns, Villages - roads at 50%, bridges and culverts at 80%.

Townships - roads at 50-80%, bridges and culverts at 80%.

In addition to municipalities, unincorporated townships, Indian settlements (both on and off reserves), Local Roads Boards as well as some individual agreements are supported through this program.

A list of the significant Northern participants in this program for 1975/76 has been included as Community Services, Section III.

North of the 50<sup>0</sup>, expenditures in this program have been low, due to the limited number of centres of population.

## 3. Resource and Industrial Roads Program

Due to the importance of natural resources in the North, the Province has provided a specific program to handle resource access. There are two categories which are important to Northern Ontario's resource industries.

### a) Industrial Roads

These roads are built by industry with Provincial subsidies. The M.T.C. through an agreement with the industry supports a portion of maintenance costs which allows public use. These agreements are generally with mining organizations. South Bay Road (formerly Confederation Lake Road) is an example of an industrial road serving mine sites in the North.



## b) Resource Roads

These roads are built or subsidized with funds provided by the Northern Ontario Resources Transportation Committee. The NORTC operates 2 basic programs and for many years has made use of the design and construction forces of M.T.C. (on a request basis).

Their DIRECT PROGRAM (Non Shareable) provides 100% of construction costs for projects which have major social or economic significance but do not come within the normal responsibility of various Ministries. The Pickle Lake Road and Balmertown Road are examples of this program, opening areas to potential resource utilization.

Their IN-DIRECT PROGRAM (Shareable) provides funds for 50% of the construction cost up to a maximum of \$25,000/mile for projects having mainly private benefits. The prime user is responsible for upkeep of these roads which are open to the public.

## c. Other Access Roads

These are public or private access roads, sometimes controlled, or subsidized, by M.N.R. in keeping with their mandate in forest and land management.

## 4. Winter Access Roads Program

This specialized, Northern oriented program is sponsored by the NORTC to provide Northern Communities with greater accessibility. While socially acceptable, for jobs generated, greater community contact and lower user cost of goods transported, these facilities involve sunk-cost investments by the Province.

NORTC in the winter of 1975/1976 spent \$195,000. on winter road projects and \$42,500. on snowmobile trails. The facilities used in the 1976 winter are shown in Fig. II-2. Expenditures under this program vary greatly from year to year, depending upon the requests received from the Northern Communities.

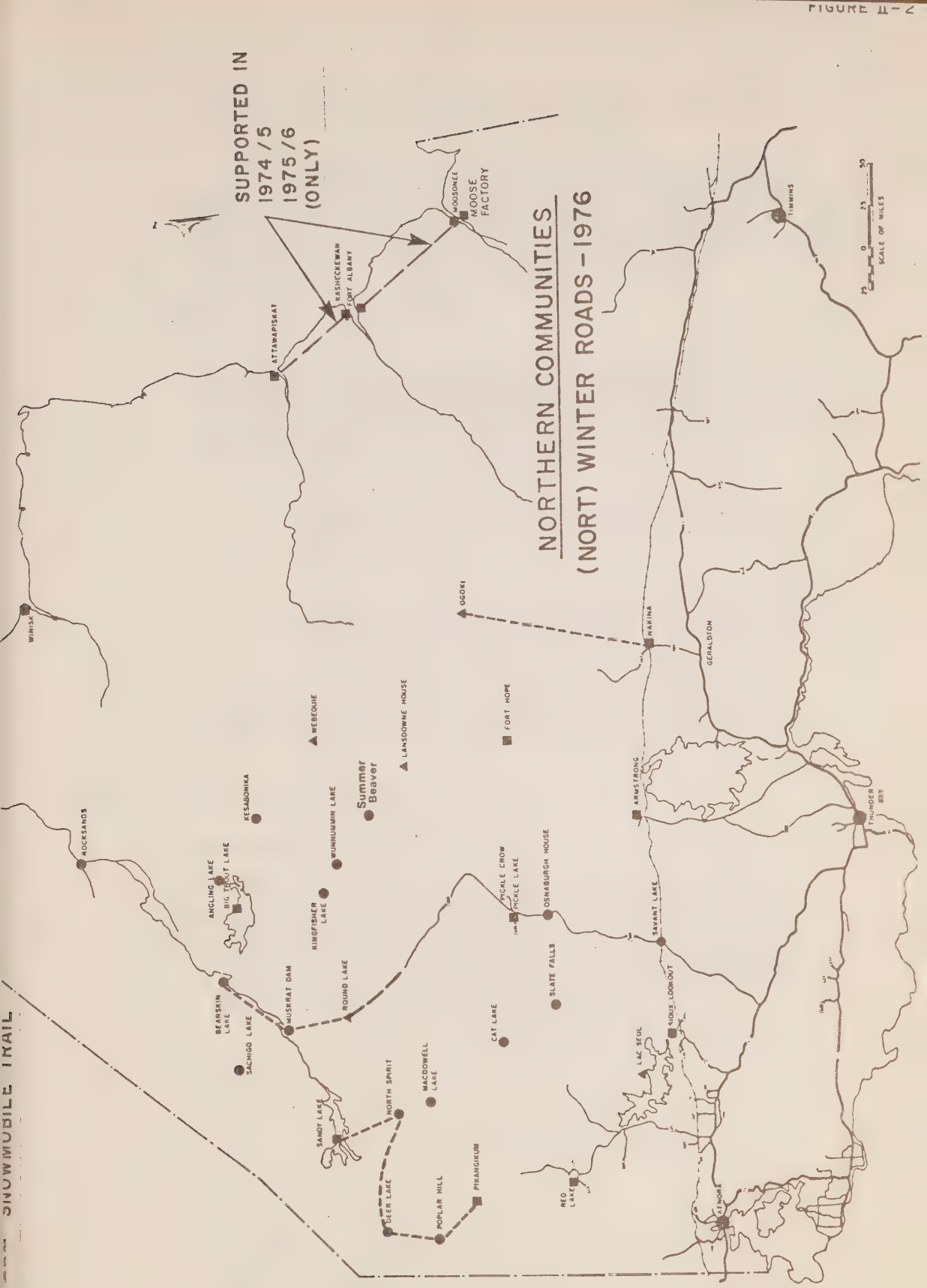
## B Transit Services and Programs

(Jurisdiction : Provincial)

### 1. Inter-City Bus Services

The Ontario Highway Transport Board is the regulatory authority for carriers' licence, franchise, and service schedule.







Inter-city bus transport is not now subsidized by either the Provincial or the Federal Governments.

Currently Red Lake has daily 2 way service to Kenora provided by Excel Coach Lines. Central Patricia has a weekly service to Thunder Bay via Ignace. Below the 50th. parallel, public vehicle carriers provide a wide range of services linking all major urban centres in Northern Ontario.

## 2. Municipal Transit Program

This program's objective is to assist municipalities to implement and develop transit systems to provide an acceptable and efficient alternative to auto travel in the urban environment. Subsidies are paid as a percentage of eligible expenditures for the municipalities transit programs.

- . Capital & Construction Cost: 75% subsidy for purchase of specific capital assets for operating a transit system.
- . Operations Cost: A variable percentage of operating costs (13.75% to 25%) is subsidized according to the municipality's size.

Since no local transit services are now operating, no community north of the 50th. parallel currently participates in this program.

## C Truck Transportation

(Jurisdiction : Provincial)

The Public Commercial Vehicles Act regulates the licencing, and franchising. It is within these direct controls that user tariffs can indirectly be influenced by allowing favourable competition. The Select Committee on Highway Transportation of Goods recently reviewed these regulations and other impacts on the trucking industry.

In Northern Ontario there are two types of trucking:

- private carrier
  - . owned and operated by private industry
  - . leased
- common carrier

The common carrier network covers all the major highway corridors in the region. Common carrier terminals are located in Pickle Lake, Savant Lake and Red Lake.



## D Air Services and Programs

(Jurisdiction : Provincial/Federal)

Recognizing the unique role that air services do play in the North, an AIR PROGRAM was developed. It has the following objectives:

- remove isolation and improve access to northern remote native settlements
- encourage economic development for designated municipalities by providing services
- improve access to other public services (hospitals, schools)
- provide employment in the construction and maintenance/operation of remote airports at communities for native residents.

The AIR PROGRAM has three components:

### a) Airport Development

- To establish airstrips at remote northern settlements to facilitate the provision of necessary public services. At all remote community airport projects maximum use is made of resident nature labour. Specific training and supervision is provided by M.T.C. staff. The status of this program in the remote region of Northern Ontario is shown in Table II - 3.
- To provide support for municipal airports at smaller centres to stimulate economic growth. To date, north of the 50th. parallel, only the Moosonee airport has been so funded.

### b) Airport Maintenance

- M.T.C. assumes responsibility for costs of airports operated and maintained by M.T.C. staff at the remote sites. The program provides both full time and part time employment for native peoples at these sites.
- Legislation is presently being discussed to subsidize maintenance costs for municipal airports.

### c) Air Services

M.T.C., through the ONTC, has in the past, contracted private carriers to operate local and feeder air services (Class II operations) under the 'norOntair flag'. These scheduled air services complement regional and national airline operations.



NorOntair has recently extended its service to Pickle Lake from Thunder Bay thus providing convenient reliable passenger access to the North on a daily basis.

For the development and service components of the Air Program, relating exclusively to the North, the Ministry of Northern Affairs now has budgetary control. They will, however, continue to utilize the various expertise available within the M.T.C.

Table II-2 gives the M.T.C. annual expenditure for the Province and Northern regions for these programs.

AIR PROGRAM EXPENDITURES  
(\$ X000 )

Activity	Year	Provincial	North of 50 <sup>0</sup>
Airport Development	71/72	240	92
	72/73	1229	927
	73/74	2467	1996
	74/75	1828	1227
	75/76	2167	941
Airport Maintenance	71/72	-	-
	72/73	253	253
	73/74	339	339
	74/75	338	388
	75/76	556	556
Air Services *	71/72	234	-
	72/73	302	-
	73/74	451	-
	74/75	432	-
	75/76	880	55

\* NOTE:

Air Services, by norOntair, north of 50<sup>0</sup> was initiated July 17, 1975 between Pickle Lake and Thunder Bay.

TABLE II - 2

Air service is the key transportation service in the North, both for people and goods. Scheduled air services are provided by private carriers, including norOntair. The existing air network showing the points served is shown in Figure II - 3. Moosonee, Pickle Lake and Red Lake tend to act as base centres for most operations. Unscheduled or charter services increase the effective coverage, providing service virtually throughout the entire area.



TABLE II - 3  
STATUS OF REMOTE AIRPORTS  
(As of 1976)

Community	Est. 1975 Pop.	Existing Fac. Runway Length	Programmed or Recommended Airports
Moosonee		4000'	
Pickle Lake		3500'	
Red Lake		4000'	
Attawapiskat	620	3500'	
Bearskin Lake	280		Proposed Airport (1977/78)
Big Trout Lake	600	3500'	
Deer Lake	300		Proposed Airport (1978/79)
Fort Albany	620	3500'	
Fort Hope	600	3500'	
Fort Severn	220	3500'	
Kashechewan	600		Airport Programmed (1976/77)
Lansdowne	250		Airport under const. (1975/76)
Pikangikum	740	3500'	
Round Lake	410	3500'	
Sandy Lake	840	3500'	
Webquie	410		Airport Programmed (1977/78)
Winisk	120	5000'	







## E Railway Transportation Services and Programs

(Jurisdiction : Federal/Provincial)

### 1. Passenger Services

At the present time, the Canadian Transport Commission, is reviewing the passenger services across the country. This review may affect the daily CNR Transcontinental service on the north Nipigon route.

The Federal Government has now formed VIA Rail Canada Inc. (as a subsidiary of CN) to develop an improved basic network of passenger rail services in Canada. Both the formation of VIA Rail and the C.T.C. rationalization process have created some uncertainties as to the future of rail passenger services in Northern Ontario.

The Province, through the Ontario Northland Transportation Commission and its subsidiary, the Ontario Northland Railway, operate a mixed passenger/freight service 3 days a week between Cochrane and Moosonee. In the summer season this service is augmented by a daily passenger service, the "Polar Bear Express". These services are complemented by the ONR daily passenger train from Toronto, through North Bay, to Cochrane and Kapuskasing.

The Province, through the Ontario Northland Transportation Commission and its subsidiary, the Ontario Northland Railway, operate a mixed passenger freight service 3 days a week between Cochrane and Moosonee. In the summer season this service is augmented by a daily passenger service, the "Polar Bear Express".

Since the O.N.R. operates within the Province, it is under Provincial jurisdiction and responsibility. The O.N.R. receives an 80% subsidy for operating losses on its passenger services through the Provincial Transit Program (MTC). The annual expenditure under this program is shown in Table II-4.

#### RAIL PASSENGER SUBSIDIES BY THE PROVINCE

Service	Year	Subsidy Payment
O. N. R.	1974	\$ 1,427,276.
Cochrane-Moosonee	1975	\$ 2,747,751.
	1976	\$ 2,070,000.

TABLE II - 4



## 2. Freight Services

The M. T. C. monitors freight services in Northern Ontario, with particular emphasis on the freight rates. However there is no direct involvement in providing services.

The O. N. R. Cochrane-Moosonee service is the basic route for all supplies for the James Bay coastal communities and thus is of vital importance.

The C. N. R. has a branch rail line to Ear Falls. C. N. R.'s piggyback terminals are located at Ear Falls and Savant Lake. As well it has service centres at Thunder Bay, Fort Frances and Sioux Lookout.

Rail freight services are generally considered necessary for major resource development projects due to the bulk and volume of materials processed. These materials tend to be moved by unscheduled trains.

### F Water Transportation

(Jurisdiction : Federal)

A barge service is operated from Moosonee to settlements along the shores of James Bay and Hudson Bay as shown in Figure II - 4. While the shipping season is short, comparatively favourable rates are available for heavy and bulk deliveries such as fuels and building materials. Due to shallow waters in the harbour it is not possible to provide Winisk with this service.

Recently the Province, through the O. N. T. C., has provided a scheduled ferry service linking Moosonee and Moose Factory.

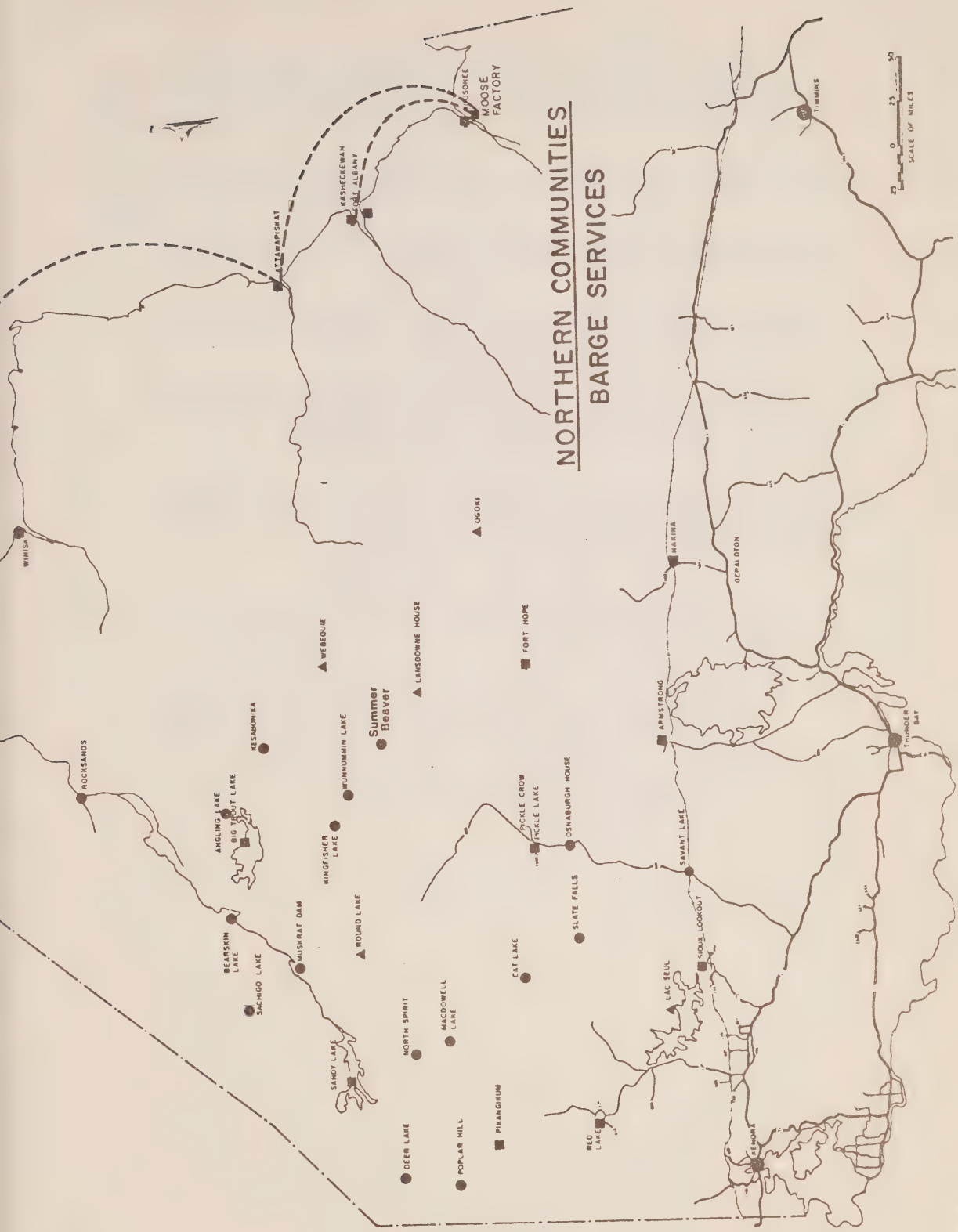
One other ferry service, operating north of 50°, linking Cochenour (Hwy. 105) to McKenzie Is. also receives Provincial support.

### G Pipelines

The Province has jurisdiction with respect to intra-provincial commodity pipelines. Although their use is currently very limited, future developments may rely on pipelines for transporting mineral products, particularly from isolated sites. Thus the M. T. C. is currently heading a Provincial study to determine the need for regulation in this area.

The existing pipelines in Northern Ontario, which are all below the 50th. parallel, are the responsibility of the Federal Government due to their inter-provincial nature.







### III COMMUNITY SERVICES

This section indicates the general availability/usage of transportation services to the various communities in the North for the year 1976. There has been no attempt to indicate either the quantity or quality of the service provided.

The following is a guide to the transportation services indicated: (based on 1976 information).

Municipal Roads - received subsidy dollars for their roads program.

Municipal Transit - received subsidies for either capital or operating expenses.

Airport - received subsidies for capital improvements and maintenance. ('A' indicates an airport receiving no maintenance subsidy).

Air Services - the air passenger service availability by class (2-regular specific point services, 3-irregular specific point service, 4-chartered float/ski service).

Bus Services - had regular intercity scheduled bus service.

Rail Passenger Service - had regular rail passenger service.

Rail Freight Service - had direct rail freight service.

Truck Service - had regular common carrier service (L indicates only local service is available).



Community	1975 Pop n	ref. Mun. directory	Transportation Services								Comments
			Munic. Roads	Munic. Transit	Airport	Air Services	Bus Services	Rail Pass. Services	Rail Freight Services	Truck Services	
Moosonee					A	2		X	X	L	
Pickle Lake					X	2	X			X	
Red Lake			X		A	2	X			X	
Moose Factory			X			3		X		L	
Fort Albany					X	2					
Kashechewan						3					
Attawapiskat			X		X	2					
Winisk					X	2					
Fort Severn					X	3					
Balmertown	2096		X				X			X	
Ear Falls	1853		X			4	X		X	X	
Sioux Lookout	3104		X		A	2		X	X	X	
Nakina	676		X		A	3		X		X	



Community	1975 Pop'n ref. Mun. directory	Transportation Services								Comments
		Munic. Roads	Munic. Transit	Airport	Air Services	Bus Services	Rail Pass. Services	Rail Freight Services	Truck Services	
Sandy Lake				X	2					
North Spirit Lake					3					
MacDowell Lake					3					
Deer Lake					3					
Poplar Hill					3					
Pikangikum			X		3					
Cat Lake					3					
Slate Falls										
Lac Seul					3					
Big Trout Lake				X	2					
Angling Lake										
Bearskin Lake					3					
Sachigo Lake					3					
Muskrat Dam					3					
Kasabonika					3					
Kingfisher Lake										
Wunnumin					3					
Round Lake			X		2					
Fort Hope			X							
Lansdowne			X		3					
Webquie					3					
Ogoki					3					
Summer Beaver					3					



## IV RELEVANT TRANSPORTATION ISSUES

### A Roads

#### 1 Highways

Northern roads are judged to have a lower standard than in Southern Ontario.

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While the types of facilities vary in accordance with the purpose and expected use, highway construction standards are established for Province-wide application, with no geographically based differences. A service improvement, whether it be a new road, increased capacity, realignment or passing lanes, is selected by a 'need criteria' which is consistently applied throughout the Province.

It is worth noting that, both the spending and service objectives have been, and are, generally, higher for Northern Ontario than those for the whole Province.

#### Conditions of Secondary Highways

This is a generally perceived problem throughout the North. The public wants a better standard of construction and maintenance on secondary highways. M.T.C. now identifies a separate secondary highway construction program as well as a day labour program (capital maintenance) as part of its capital construction program. In spite of this the funding of secondary highway improvements, however, does not appear to be always sufficient to satisfy the demands from the public.

#### Major Improvements to Hwy. 105 - Passing Lanes (Hwy. 17 to Red Lake)

Initiated by Northwestern Ontario Associated Chambers of Commerce.

The traffic volume is low on this highway - in non-urban sections it is generally less than 1000 vehicles per day.

Highway 105 has ample capacity at the present time. If operational improvements were warranted, from geometric considerations, the "Passing Lane Criteria" would indicate a need for passing lanes.

At present a study of the dam/diversion at Ear Falls is in progress.



Improvements to the highway from Ear Falls southerly have been programmed.

### Moosonee Access Road

At the completion of the Moosonee Access Road Feasibility Study in June, 1975, the Government did not make a final decision on the route of the road. However, since there was no demonstrated need for a Moosonee access road in the foreseeable future it was not imperative that a route be selected immediately. Therefore, it was approved that:

- a) A final decision on a route be deferred indefinitely, until such time as a requirement for the road has been substantiated.
- b) Traffic demands in the Cochrane-Moosonee corridor be monitored in order that improvements in rail and air service, and possibly the construction of the access road, can be implemented as required.

A scheduled ferry service (operated by the ONTC) linking Moosonee and Moose Factory was initiated by the Province in response to defined needs and indepth investigations.

### Problems Related To Lands Within Indian Reserves

M.T.C. generally requires ownership of property before it can and will build transportation facilities. Difficulties have been experienced regarding both the tenure of lands, within Indian Reserves for both highways and airports, as well as the transfer of lands, no longer required for highway purposes.

These problems are generally resolved on an individual project basis.

## **B** Air Services

### Expansion of Airport Program

This program has been working towards the completion of a network of 14 airports in the remote northern part of the Province. Construction on the last of these airports is due to begin in 1978. The Ministry continues to review the program and additional settlements may be added in the future.

### Armstrong Airport

The airport is currently leased to a private operator, Superior Airways, by Transport Canada. Transport Canada perceives no "national" need for the airport and since the lease arrangement is not working to their satisfaction, Transport Canada proposes to dispose of the airport. The Ministry is now discussing the future disposition of the airport with Transport Canada.



## V TRANSPORTATION RELATED STUDIES

The following sections indicate a number of northern related transportation studies which have been completed. This is not intended as an exhaustive listing.

A Published Reports - M.T.C.

1. Future Transportation Plans for Kenora & Rainy River Districts, M.T.C., 1973.
2. Northeastern Ontario Future Transportation Plans - Highways, M.T.C., August, 1974.
3. Thunder Bay - Future Transportation Plans - Highways, M.T.C., 1975.
4. Moosonee Access Road Feasibility Study, M.T.C., 1975.
5. Lake St. Joseph, Development Railway Planning Study, M.T.C., 1976.
6. Freight Rates & Related Problems, Northern Ontario, An Investigation of; Executive Summary, Economic Policy Office, M.T.C., March, 1976.

B Studies by Others

1. An Evaluation of 1974-75 Attawapiskat - Moosonee Winter Trail Project, Prepared for Indian Community Secretariat Ontario, Smith, Auld & Associates, 1975.
2. Jamesport, An Economic Study of a Port Facility on James Bay, Prepared for Secretariat for Resource Development, Ontario, Hedlin, Menzies, Associates, 1976.
3. Development Issues in Northwestern Ontario : Interim Report, TEIGA, October, 1976.
4. Issues and Alternatives, 1976, Northern Ontario Development, Ontario Economic Council, 1976.
5. Northeastern Ontario Regional Strategy (Draft) - March, 1976.
6. Northwestern Ontario Development Strategy -(Draft) August, 1977.
7. Initiatives and Achievements - Design for Development N.W. Ontario - Sept., 1977.



## Appendix A

Projects North of 50° Parallel  
Completed or Underway - 1973 to 1977 Included

This appendix indicates the specific project activities of the Ministry in the North for the past 5 years. Some of these projects were built for another agency as indicated.

The listing indicates the program, date, location, type of work and if applicable, the client agency. In the Airport Program, day labour indicated the employment of Indian workers.

The following is a brief summary of terms used in the project listing.

Clients

DREE	Department of Regional Economic Expansion
MNA	Ministry of Northern Affairs
NORTC	Northern Ontario Resources Transportation Committee
TEIGA	Treasury Economics and Intergovernmental Affairs

Work

GB	Granular Base
GDGB	Grading, Drainage, Granular Base.



Projects North of 50° ParallelCOMPLETED OR UNDERWAY - 1973 to 1977 INCLUDEDProvincial Highway Program

Hwy.	Date	Work
599	77	From 8.8 miles north of the Sturgeon River Bridge northerly to Savant Lake, 5.6 miles, GDGB
599	77	From Savant Lake northerly to Sec. Hwy. 646-103 miles, paving included, grading and drainage work and stockpile maintenance materials and incl. paving of Airport at Pickle Lake, 1.0 mile on Sec. Hwy. 646 and 3.0 miles on Tert. Road 808 (client MNA/DREE)
584	77	From Nakina southerly 3.6 miles GDGB incl. stockpile maintenance materials (client MNA)
105	77	From Ear Falls southerly 24.4 miles, GDGB & P incl. stockpile maintenance materials
599	76	From 7.6 miles north of Medcalf Lake Narrows northerly 4.8 miles and from 22.3 miles north of Medcalf Lake northerly, 6.6 miles, GDGB, (client TEIGA)
599	76	From 15.5 miles north of Savant Lake northerly, 10.5 miles, GDGB (client TEIGA)
527	76	From 4.1 miles south of Armstrong southerly, 6.1 miles, GDGB, (client NORTC)
599	76	From 2.0 miles south of the Sturgeon River Bridge northerly, 6.6 miles, GDGB
599	75	From 12.3 miles north of Medcalf Lake northerly GDGB, (client TEIGA/DREE)
599	75	From 25.2 miles north of Savant Lake northerly 11.0 miles, (client TEIGA/DREE)
599	75	From 2.0 miles south of the Sturgeon River Bridge northerly 4.6 miles GDGB
599	75	Crush and stockpile gravel at various locations north of Savant Lake, GB (client TEIGA/DREE)
599	74	From 37.0 miles north of Savant Lake northerly 11.0 miles, GDGB incl. Low River Bridge and crushed gravel, (client TEIGA/DREE)



599	74	From 0.3 miles north of Medcalf Lake Narrows northerly. 7.3 miles, GDGB (client TEIGA/DREE)
599	73	From 0.4 miles south of Medcalf Lake Narrows southerly 10.4 miles, GDGB, incl. crushed gravel. From 14 miles north of Savant Lake northerly 74 miles and maintenance stockpile
527	73	Waweig Creek Bridge, 14.6 miles south of Armstrong (client NORTC)

#### Airport Program

Date	Location & Work
77	Webequie Airport - Construction of Runway - By Day Labour
76	Ogoki Airport - Construction of Runway - By Day-Labour
76	Kashechewan Airport - Construction of Runway and related facilities, By Day Labour
76	Big Trout Lake Airport - Construction of Public Taxiway, By Day Labour
75	Sandy Lake Airport - Improve existing runway and construction runway - Day Labour
75	Webequie Airport - Construction Runway - Day Labour
75	Landsdowne House Airport - Construction of Runway - By Day Labour
74	Round Lake Airport - Construction of Runway Day Labour
74	Fort Hope Airport - Construction of Runway Day Labour
74	Pickle Lake Airport - Construction of Terminal Building and services
73	Pickle Lake Airport - paving & strengthening Runway and GDGB Access Road
73	Savant Lake Airport - Runway
73	Pikangikum Airport - Construction of Runway Day Labour



Access Road Program

<u>Date</u>	<u>Location &amp; Work</u>
76	Marchington Road - From 49.4 miles NE of Sioux Lookout northeasterly 4.0 miles GDGB (client TEIGA/DREE)
76	Marchington Road - From 25.0 miles NE of Sioux Lookout northeasterly 10 miles GDGB, (client NORTC)
75	Marchington Road - From 39.3 miles NE of Sioux Lookout northeasterly 10.0 miles GDGB, (client TEIGA/DREE)
75	Marchington Road - From 9.8 miles west of Hwy. 599 westerly GDGB, (client TEIGA/DREE)
75	Marchington Road - From Mile 49.3 to Mile 54.0, clearing, (client TEIGA/DREE)
75	Marchington Road - From 9.5 miles NE of Sioux Lookout northeasterly 5.5 miles GDGB, (client NORTC)
74	Marchington Road - From 36.0 miles NE of Sioux Lookout northeasterly 5.4 miles, GDGB, (client TEIGA/DREE)
74	Confederation Lake - Uchi Lake Road - From Ear Falls easterly 50.0 miles GB. (client NORTC)
74	Maidmans Creek Structure, 3.9 miles south of Moosonee, Day Labour (client NORTC)
73	Alweli Creek Bridge - 58 miles north of Highway 125 (client NORTC)

Local Improvements

<u>Date</u>	<u>Location &amp; Work</u>
76	Moosonee to Moose Factory Ferry
75	Store Creek Bridge at Atim Road, Moosonee (client TEIGA)

source:

Priority Development Branch.  
October 14th., 1977.



CA20N  
Z1  
- 77N22

SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

POLAR GAS PROJECT

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

Polar Gas Project  
P.O. Box 90  
Commerce Court West  
Toronto, Ontario  
M5L 1H3

PRESENTED AT

Geraldton

on

November 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
M4W 1A5



MR. COMMISSIONER

OUR WRITTEN SUBMISSION TO THIS INITIAL PHASE OF YOUR INQUIRY IN OUR LETTER OF OCTOBER 24TH TO YOUR COUNSEL MR. LASKIN AND MR. WATKINS.

IN THIS ORAL PRESENTATION I WILL TOUCH UPON SEVERAL OF THE MATTERS DEALT WITH AT GREATER LENGTH IN THAT LETTER. FIRST, I WOULD LIKE TO EXPLAIN WHY WE ARE HERE; THEN TELL YOU BRIEFLY WHO POLAR GAS IS AND WHAT IT PROPOSES AND FINALLY, TO DESCRIBE THE BASIS OF OUR INVOLVEMENT IN THIS ROYAL COMMISSION.

FIRST, POLAR GAS MADE ITS WRITTEN SUBMISSION AND IS PARTICIPATING HERE TODAY AT THE INVITATION OF THE COMMISSION. THE INVITATION WAS CONTAINED IN A LETTER FROM YOUR COUNSEL DATED SEPTEMBER 23.

THE POLAR GAS PROJECT CONSISTS OF WORK SPONSORED BY SIX PARTICIPANTS TO STUDY THE FEASIBILITY OF TRANSPORTATION SYSTEMS FOR NATURAL GAS FROM THE ARCTIC ISLANDS. THE WORK BEGAN IN 1972 AND BY THE END OF 1977 APPROXIMATELY \$60 MILLION DOLLARS WILL HAVE BEEN SPENT. THE SIX PARTICIPANTS ARE TRANSCANADA PIPELINES LIMITED, THE PROJECT MANAGER, PANARCTIC OILS LIMITED, ONTARIO ENERGY CORPORATION, PETRO-CANADA, TENNECO OIL OF CANADA LIMITED AND PACIFIC LIGHTING GAS DEVELOPMENT LIMITED.

THE GOVERNMENT OF CANADA IN THE 1976 PUBLICATION OF THE DEPARTMENT OF ENERGY, MINES AND RESOURCES "AN ENERGY STRATEGY FOR CANADA", HAS IDENTIFIED A NEED FOR NATURAL GAS FROM THE FRONTIER REGIONS IN THE 1980's.



THEREFORE, IN CONSIDERATION OF THIS IDENTIFIED NEED AND OF THE STUDIES CONDUCTED TO DATE, POLAR GAS HAS DECIDED TO APPLY TO THE APPROPRIATE DEPARTMENTS AND AGENCIES OF THE FEDERAL GOVERNMENT FOR PERMISSION TO CONSTRUCT AND OPERATE A NATURAL GAS PIPELINE.

THE PROPOSED ROUTE FOR TRANSPORTING ARCTIC ISLANDS GAS IS FROM DRAKE POINT AND HECLA NATURAL GAS FIELDS IN THE MELVILLE ISLAND SUPPLY AREA, ACROSS BYAM CHANNEL TO BYAM MARTIN ISLAND AND AUSTIN CHANNEL TO BATHURST ISLAND. FROM BATHURST ISLAND IT CROSSES TO LITTLE CORNWALLIS ISLAND AND CORNWALLIS ISLAND. IT THEN TURNS SOUTH CROSSING EAST BARROW STRAIT TO SOMERSET ISLAND. THE ROUTE PROCEEDS SOUTH ON SOMERSET ISLAND, JOINING THE MAINLAND OF CANADA AT ITS MOST NORTHERLY LOCATION, THE TIP OF THE BOOTHIA PENINSULA, AT THE SOUTHERN SHORE OF BELLOT STRAIT. THE ROUTE THEN CONTINUES IN A GENERALLY SOUTHERLY ALIGNMENT THROUGH THE DISTRICT OF KEEWATIN IN THE NORTHWEST TERRITORIES. THE ROUTE ENTERS THE PROVINCE OF MANITOBA NORTH-WEST OF CHURCHILL, MANITOBA AND CROSSES THAT PROVINCE TO ENTER THE PROVINCE OF ONTARIO JUST EAST OF KISTIGAN LAKE. THE ROUTE THEN CONTINUES ALONG AN ALIGNMENT EAST OF PICKLE LAKE AND TERMINATES AT AN INTERCONNECTION WITH THE TRANSCANADA PIPELINES SYSTEM NEAR LONGLAC, ONTARIO. THE PROPOSED ROUTE BETWEEN MELVILLE ISLAND AND LONGLAC, ONTARIO IS APPROXIMATELY 2,300 MILES IN LENGTH. PRESENT PLANS CALL FOR A 42-INCH DIAMETER BURIED PIPELINE. THIS LINE WILL BE INITIALLY DESIGNED TO RECEIVE 2.1 BILLION CUBIC FEET OF NATURAL GAS PER DAY. UTILIZING THE FULL CAPACITY OF THE 42-INCH PIPELINE, THE SYSTEM WOULD



ULTIMATELY BE EXPANDED TO RECEIVE 3 BILLION CUBIC FEET PER DAY WITHOUT ADDING ANY ADDITIONAL PIPELINE.

POLAR GAS HAS STUDIED ALTERNATE METHODS OF TRANSPORTING NATURAL GAS FROM THE ARCTIC ISLANDS INCLUDING LIQUIFIED NATURAL GAS TANKERS AND AIRPLANES AND AIR SHIPS. WE HAVE STUDIED OTHER ROUTES FOR A PIPELINE INCLUDING CROSSING HUDSON STRAIT AND GOING ALONG THE EAST SIDE OF HUDSON BAY. WE HAVE ALSO LOOKED AT A ROUTE WHICH WOULD TERMINATE THE PIPELINE AT WINNIPEG, MANITOBA.

THERE ARE 452.9 MILES OF PIPELINE BETWEEN THE ONTARIO/MANITOBA BORDER AND THE JUNCTION WITH THE TRANSCANADA PIPELINES SYSTEM IN THE VICINITY OF LONGLAC. EVENTUALLY IT IS PLANNED TO HAVE A TOTAL OF EIGHT COMPRESSOR STATIONS IN ONTARIO, HOWEVER, ONLY ONE OF THESE STATIONS WILL BE REQUIRED FOR THE FIRST YEAR OF OPERATION. THESE FACILITIES WILL BE OPERATED OUT OF AN ADMINISTRATIVE CENTRE WHICH IT IS PROPOSED WILL BE LOCATED IN THE VICINITY OF PICKLE LAKE. THESE OPERATIONS WILL BE SUPPORTED BY AIR TRANSPORTATION AND COMMUNICATIONS SYSTEMS. INITIALLY THE POLAR GAS PIPELINE IN NORTHERN ONTARIO WILL REQUIRE APPROXIMATELY 75 PERMANENT EMPLOYEES WHEN IN OPERATION. THIS NUMBER WILL INCREASE TO 130 WHEN THE ADDITIONAL COMPRESSOR STATIONS ARE ADDED.

CONSTRUCTION OF THE ONTARIO PORTION OF THE PIPELINE TOGETHER WITH COMPRESSOR STATIONS AND OTHER FACILITIES REQUIRED FOR ITS INITIAL OPERATION WILL TAKE FIVE YEARS TO COMPLETE. IN



THE FIRST YEAR, PRIOR TO ACTUAL COMMENCEMENT OF PIPELINE CONSTRUCTION, CERTAIN PREPARATORY WORK WILL BE UNDERTAKEN. TASKS TO BE ACCOMPLISHED AT THIS TIME WILL INCLUDE SURVEYING THE ROUTE, ESTABLISHING MATERIAL STORAGE DEPOTS AND BUILDING ACCESS ROADS TO THE RIGHT-OF-WAY.

CONSTRUCTION PROCEDURES TO BE EMPLOYED BY POLAR GAS IN LAYING THE 42-INCH DIAMETER LINE THROUGH ONTARIO WILL BE THOSE PROVEN DURING THE ORIGINAL CONSTRUCTION AND SUBSEQUENT PARALLELING OF THE PRESENT TRANSCANADA PIPELINE WHICH TRAVERSES THE NORTHWESTERN PART OF THE PROVINCE. OVER THE PAST TWENTY YEARS, BOTH SUMMER AND WINTER PIPELINE CONSTRUCTION HAVE BEEN SUCCESSFULLY CARRIED OUT IN AREAS SIMILAR TO THOSE CROSSED BY THE PROPOSED PIPELINE.

PIPELINE CONSTRUCTION ACTIVITIES, IN THE SEQUENCE IN WHICH THEY ARE NORMALLY PERFORMED, WILL COMPRISE: CLEARING AND GRADING THE RIGHT-OF-WAY; TRENCHING THE DITCH; STRINGING, BENDING, LINING-UP, WELDING AND COATING THE PIPE; LOWERING THE PIPE INTO THE DITCH; PADDING THE PIPE, WHERE NECESSARY; BACK-FILLING THE DITCH; AND CLEANING-UP AND RESTORING THE RIGHT-OF-WAY. UPON COMPLETION OF THE PIPELINE AND ITS ASSOCIATED FACILITIES, HYDROSTATIC TESTING WILL BE CARRIED OUT PRIOR TO PLACING THE LINE IN SERVICE.

POLAR GAS PROPOSALS FOR THE MOVEMENT OF MEN AND MATERIALS DURING THE CONSTRUCTION PERIOD RELY ON EXISTING ROADS AND RAILWAY LINES IN AND AROUND NAKINA, FOR ACCESS TO THE



SOUTHERN PORTION OF THE ROUTE, AND ON RAIL SERVICES TO SAVANT LAKE AND ON Hwy. 808 TO PICKLE LAKE AND BEYOND TO SERVE THE CENTRAL AND NORTHERN PARTS OF THE LINE.

THE NAKINA AND SAVANT LAKE AREAS HAVE BEEN DESIGNATED AS POSSIBLE STAGING SITES FOR ASSEMBLING THE MATERIALS, SUPPLIES, FUEL AND EQUIPMENT REQUIRED TO BUILD ALL BUT A SHORT SECTION OF THE PIPELINE IN ONTARIO. THIS NORTHERLY 49 MILES WILL BE SUPPLIED OUT OF A MANITOBA STAGING SITE.

INCOMING GOODS WILL BE RECEIVED PRINCIPALLY BY RAIL FROM MARSHALLING AREAS IN TORONTO AND WINNIPEG, OR, AS IN THE CASE OF PIPE, DIRECT FROM THE MILL. ONWARD MOVEMENT TO LOCATIONS ON THE RIGHT-OF-WAY WILL BE BY HIGHWAY AND OFF-HIGHWAY VEHICLES.

THE WORKFORCE REQUIRED FOR CONSTRUCTION OF THE PIPELINE ENCOMPASSES A WIDE RANGE OF SKILLS AND EMPLOYMENT OPPORTUNITIES. MANPOWER REQUIREMENTS VARY OVER THE FIVE YEARS OF CONSTRUCTION FROM SEVERAL HUNDRED TO A PEAK OF OVER 1500 IN THE FIFTH YEAR. ON-THE-AVERAGE SOME 1000 PEOPLE WILL BE ENGAGED EACH YEAR IN PIPELAYING AND ASSOCIATED ACTIVITIES IN ONTARIO.

THE MAKE-UP OF THE CREW WORKING ON THE PIPELINE, WHICH COMPRISES THE BULK OF THE LABOUR FORCE, WILL BE APPROXIMATELY AS FOLLOWS:

- SUPERVISORY AND OFFICE PERSONNEL, 7%



- TRADESMEN AND OTHER SKILLED WORKERS, 33%
- QUALIFIED AND GENERAL LABOURERS, 60%

WE HAVE PROVIDED TO THE COMMISSION A SUMMARY OF THE ENVIRONMENTAL STUDIES CONDUCTED IN THE PROVINCE OF ONTARIO. REPORTS ARISING FROM THE STUDIES HAVE ALREADY BEEN FORWARDED TO THE COMMISSION. WE WILL BE PROVIDING THE ADDITIONAL REPORTS TO THE COMMISSION AS WE RECEIVE THEM FROM THE PRINTER.

OUR SOCIO-ECONOMIC STUDY PROGRAM FOR THE ONTARIO PORTION OF THE PROPOSED ROUTE IS UNDERWAY. REGIONAL BASELINE STUDIES ARE IN PROGRESS AND COMMUNITY STUDIES ARE TO BEGIN SHORTLY. IT IS OUR HOPE THAT THIS IS AN AREA WHERE WE CAN COORDINATE OUR WORK WITH THAT OF THE COMMISSION AND OTHER GROUPS AND AGENCIES TO AVOID UNNECESSARY DUPLICATION.

I WOULD NEXT LIKE TO BRIEFLY DESCRIBE THE MAJOR HEARINGS AND APPROVALS FROM FEDERAL GOVERNMENT AGENCIES WHICH ARE NECESSARY PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE PROPOSED FACILITIES. IT IS IN THE CONTEXT OF THESE APPROVALS AND THE TERMS OF REFERENCE OF THIS COMMISSION OF INQUIRY THAT THE BASIS OF PARTICIPATION BY POLAR GAS WAS SET OUT IN MY LETTER OF OCTOBER 24, 1977.

MR. COMMISSIONER, I WOULD AT THIS TIME LIKE TO QUOTE FROM THAT LETTER THE PORTIONS TOUCHING UPON THESE SUBJECTS.



"POLAR GAS INTENDS TO APPLY TO THE NATIONAL ENERGY BOARD FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING IT TO CONSTRUCT AND OPERATE A NATURAL GAS PIPELINE FROM THE ARCTIC ISLANDS THROUGH THE DISTRICTS OF FRANKLIN AND KEEWATIN IN THE NORTHWEST TERRITORIES, ACROSS THE NORTHEAST PORTION OF THE PROVINCE OF MANITOBA AND INTO THE PROVINCE OF ONTARIO WHERE IT WILL INTERCONNECT WITH THE EXISTING NATURAL GAS PIPELINE OF TRANS CANADA PIPELINES. IN CONSIDERING AN APPLICATION FOR A CERTIFICATE THE NATIONAL ENERGY BOARD MUST TAKE INTO ACCOUNT "ALL SUCH MATTERS AS TO IT APPEAR TO BE RELEVANT" INCLUDING "ANY PUBLIC INTEREST THAT IN THE BOARD'S OPINION MAY BE AFFECTED BY THE GRANTING OR THE REFUSING OF THE APPLICATION: (SECTION 44 OF THE NATIONAL ENERGY BOARD ACT, R.S. 1970 c. N-6). PART I OF THE SCHEDULE TO THE NATIONAL ENERGY BOARD RULES OF PRACTICE AND PROCEDURE SETS OUT "INFORMATION REQUIRED TO BE FILED BY APPLICANT FOR CERTIFICATE IN RESPECT OF GAS PIPELINE." SECTION 17 PART I IS AS FOLLOWS:

"(17) AN ASSESSMENT OF THE PROBABLE ENVIRONMENTAL IMPACT OF THE PIPELINE INCLUDING A DESCRIPTION OF THE EXISTING ENVIRONMENT AND A STATEMENT OF THE MEASURES PROPOSED TO MITIGATE THE IMPACT."

IN ITS "REASONS FOR DECISION, NORTHERN PIPELINES", DATED JUNE 1977 VOLUME 3, THE NATIONAL ENERGY BOARD DOCUMENTED ITS REVIEW OF REGIONAL SOCIOECONOMIC IMPACT ISSUES. IT IS PROBABLE THAT THE BOARD WOULD FIND SUCH MATTERS TO BE RELEVANT IN ITS CONSIDERATIONS OF AN APPLICATION OF THE POLAR GAS PROJECT. THE NATIONAL ENERGY BOARD HOLDS PUBLIC HEARINGS AFTER THE GIVING OF PUBLIC NOTICE ON ANY APPLICATION FOR A CERTIFICATE.

THE POLAR GAS PROJECT HAS BEEN INFORMED THAT THE DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT WILL PROVIDE AN OPPORTUNITY FOR PUBLIC REVIEW OF THE SOCIO-ECONOMIC EFFECTS OF THE POLAR GAS PROJECT AS PART OF ITS CONSIDERATION OF AN APPLICATION BY THE POLAR GAS PROJECT TO USE AND OCCUPY LAND IN THE NORTHWEST TERRITORIES UNDER THE TERRITORIAL LANDS ACT, R.S. 1970 c. T-6. THE FEDERAL MINISTER OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT HAS REFERRED THAT PART OF THE ENVIRONMENTAL ASSESSMENT AND REVIEW OF THE FEDERAL GOVERNMENT AND THE FEDERAL MINISTER OF ENERGY, MINES AND RESOURCES REFERRED THAT PART OF THE POLAR GAS PROJECT SOUTH OF THE 60TH PARALLEL OF NORTH LATITUDE TO THE SAME PROCESS. THE ENVIRONMENTAL ASSESSMENT AND REVIEW PROCESS INCLUDES THE OPPORTUNITY FOR PUBLIC PARTICIPATION.

DRAFT GUIDELINES FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT FOR THE POLAR GAS PROJECT HAVE BEEN PREPARED. THESE GUIDELINES INDICATE THAT FOR THAT PART OF THE POLAR GAS PROJECT SOUTH OF THE 60TH PARALLEL OF NORTH LATITUDE THE ENVIRONMENTAL IMPACT STATEMENT SHOULD CONTAIN MATERIAL ON



"SOCIAL AND ECONOMIC ENVIRONMENTAL IMPACTS" (SECTION 8.9 OF DRAFT GUIDELINES TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR THE POLAR GAS PROJECT - AUGUST 1977). A COPY OF THESE DRAFT GUIDELINES ACCOMPANIES THIS LETTER.

THE ABOVE INDICATES THAT IN ORDER TO OBTAIN THE NECESSARY FEDERAL GOVERNMENT APPROVALS TO CONSTRUCT A NATURAL GAS PIPELINE THERE WILL BE TWO PUBLIC REVIEWS OF ENVIRONMENTAL AND SOCIO-ECONOMIC MATTERS BY AGENCIES OF THE FEDERAL GOVERNMENT.

WE UNDERSTAND THAT IT IS NEITHER THE MANDATE NOR THE INTENT OF THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT TO ASSESS THE EFFECTS ON THE PHYSICAL OR SOCIAL ENVIRONMENT OF SPECIFIC PROJECTS NORTH OF THE 50TH PARALLEL IN ONTARIO.

THEREFORE IT IS NOT THE INTENT OF THE POLAR GAS PROJECT TO APPEAR AS AN ADVOCATE FOR THE PROJECT IN PUBLIC HEARINGS TO BE CONDUCTED BY THE ROYAL COMMISSION, NOR TO FILE A BRIEF OF SUBMISSION FOR SUCH A PURPOSE WITH THE COMMISSION.

THE POLAR GAS PROJECT WILL ASSIST THE ROYAL COMMISSION BY PROVIDING IT WITH RELEVANT INFORMATION ON THE PROJECT. IT WILL PROVIDE DATA ON ENVIRONMENTAL AND SOCIO-ECONOMIC MATTERS IN ONTARIO THAT IT HAS COLLECTED IN THE COURSE OF THE STUDY AND RESEARCH OF THE PROJECT.

THE POLAR GAS PROJECT WILL AT THE REQUEST OF THE COMMISSION ALSO PROVIDE INDIVIDUALS TO EXPLAIN INFORMATION AND DATA PROVIDED BY THE POLAR GAS PROJECT TO THE ROYAL COMMISSION. THE AVAILABILITY OF SUCH PERSONS SHALL BE SUBJECT TO, AMONG OTHER THINGS, THEIR INVOLVEMENT IN PREPARATION FOR PUBLIC HEARINGS UNDER THE AUSPICES OF A FEDERAL AGENCY."

IN ADDITION, POLAR GAS REMAINS WILLING TO MEET WITH COMMUNITIES AND LOCAL AND REGIONAL ORGANIZATIONS AT THEIR REQUEST TO PROVIDE INFORMATION ABOUT THE PROJECT AND TO DISCUSS WITH THEM ISSUES AND CONCERNS RELATED TO IT. WE BELIEVE THAT WITH MORE INFORMATION, ALL PEOPLE LIVING IN NORTHWESTERN ONTARIO COULD MORE ACCURATELY JUDGE THE PROJECT'S POTENTIAL EFFECTS ON THEIR LIVES AND COMMUNITIES, AND THROUGH DISCUSSION THEIR CONCERNS AND EXPECTATIONS COULD BE TAKEN INTO ACCOUNT BY POLAR GAS. SUCH INFORMATION AND DISCUSSION WOULD IN OUR JUDGEMENT BE USEFUL TO THE PEOPLE OF NORTHERN ONTARIO AND ALSO TO THE WORK OF THIS ROYAL COMMISSION.





Polar Gas Project/P.O. Box 90 Commerce Court West, Toronto Canada M5L1H3 (416) 869-2600

DELIVERED

October 24, 1977

John I. Laskin  
Commission Counsel

Gaylord Watkins  
Commission Counsel

Royal Commission on the  
Northern Environment  
Manulife Centre  
55 Bloor Street West  
Room 801  
Toronto, Ontario  
M4W 1A5

Dear Mr. Laskin and Mr. Watkins:

I am in receipt of your letter of September 23, 1977.

The Polar Gas Project is agreeable to accept your invitation to assist and co-operate in the important work of the Royal Commission on the Northern Environment.

In order to understand the basis on which the Polar Gas Project proposes to co-operate and assist the Commission it would probably be helpful to set out what the Polar Gas Project is and the regulatory applications and public participation that must precede any approvals by regulatory authorities of government agencies to the building of a natural gas pipeline.

The research and study of the feasibility of natural gas transportation systems from the Arctic Islands began in 1972. This work, known as the Polar Gas Project is currently supported by TransCanada PipeLines Limited, Panarctic Oils Ltd., Ontario Energy Corporation, Petro-Canada, Tenneco Oil of Canada, Ltd. and Pacific Lighting Gas Development Limited. TransCanada PipeLines Limited has been appointed by the participants of the Polar Gas Project as Project Manager.

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Polar Gas intends to apply to the National Energy Board for a Certificate of Public Conveniences and Necessity authorizing it to construct and operate a natural gas pipeline from the Arctic Islands through the Districts of Franklin and Keewatin in the Northwest Territories, across the northeast portion of the Province of Manitoba and into the Province of Ontario where it will inter-connect with the existing natural gas pipeline of TransCanada PipeLines. In considering an application for a Certificate the National Energy Board must take into account "all such matters as to it appear to be relevant" including "any public interest that in the Board's opinion may be affected by the granting or the refusing of the Application" (Section 44 of the National Energy Board Act, R. S. 1970 c. N-6). Part I of the Schedule to the National Energy Board Rules of Practice and Procedure sets out "Information required to be filed by Applicant for Certificate in Respect of Gas Pipeline." Section 17 of Part I is as follows:

"(17) An assessment of the probable environmental impact of the pipeline including a description of the existing environment and a statement of the measures proposed to mitigate the impact."

In its "Reasons for Decision, Northern Pipelines," dated June 1977, Volume 3, the National Energy Board documented its review of Regional Socio-Economic Impact Issues. It is probable that the Board would find such matters to be relevant in its consideration of an application of the Polar Gas Project. The National Energy Board holds public hearings after the giving of public notice on any application for a Certificate.

The Polar Gas Project has been informed that the Department of Indian Affairs and Northern Development will provide an opportunity for public review of the socio-economic effects of the Polar Gas Project as part of its consideration of an application by the Polar Gas Project to use and occupy land in the Northwest Territories under the Territorial Lands Act, R. S. 1970 c. T-6. The federal Minister of Indian Affairs and Northern Development has referred that part of the Polar Gas Project north of the 60th parallel of north latitude to

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the Environment Assessment and Review Process of the federal government and the federal Minister of Energy, Mines and Resources referred that part of the Polar Gas Project south of the 60th parallel of north latitude to the same process. The Environmental Assessment and Review Process includes the opportunity for public participation.

Draft guidelines for the preparation of an Environmental Impact Statement for the Polar Gas Project have been prepared. These guidelines indicate that for that part of the Polar Gas Project south of the 60th parallel of north latitude the Environment Impact Statement should contain material on "social and economic environmental impacts" (Section 8.9 of Draft Guidelines to Prepare an Environmental Impact Statement for the Polar Gas Project - August 1977). A copy of these draft guidelines accompanies this letter.

The above indicates that in order to obtain the necessary federal government approvals to construct a natural gas pipeline there will be two public reviews of environmental and socio-economic matters by agencies of the federal government.

We understand that it is neither the mandate nor the intent of the Royal Commission on the Northern Environment to assess the effects on the physical or social environment of specific projects north of the 50th parallel in Ontario.

Therefore it is not the intent of the Polar Gas Project to appear as an advocate for the Project in public hearings to be conducted by the Royal Commission, nor to file a brief of submission for such a purpose with the Commission.

The Polar Gas Project will assist the Royal Commission by providing it with relevant information on the Project. It will provide data on environmental and socio-economic matters in Ontario that it has collected in the course of the study and research of the Project.

The Polar Gas Project will at the request of the Commission also provide individuals to explain information and data provided by the Polar Gas Project to the Royal Commission. The availability of such persons shall be subject to, among other

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things, their involvement in preparation for public hearings under the auspices of a federal agency.

The financial resources available to the Polar Gas Project provide for participation only in the regulatory and governmental review and the related public participation that will be conducted by federal agencies whose approval is necessary for the construction of a natural gas pipeline. This fact may limit the degree to which the Polar Gas Project is able to assist the Royal Commission.

In addition to the draft guidelines referred to above, we are providing under separate cover the following information and data:

1. A report entitled "Numbers and Distribution of Birds during migration in the District of Keewatin, Northern Manitoba and Northwestern Ontario, 1976."
2. A memorandum entitled "Environmental Studies in the Province of Ontario." The above report is the result of the study described in this memorandum. Other reports resulting from these studies will be provided to the Commission.
3. A report entitled "Archeological Overview of the Regions along the Proposed Polar Gas Pipeline Route."
4. A bibliography entitled "Socio-Economic Data Review, September 1976, Literature Review." Much of the material outlined in this bibliography is available from Ministries of the Ontario Government. However, if difficulty is encountered in obtaining such material Polar Gas is prepared to make items available from our own records.

We are also having updated reports on an hydrological evaluation of major river systems along the proposed Polar Gas pipeline route. When these reports are available they will be provided to the Commission.

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We will be forwarding additional data and information including a set of the Applications and supporting documentation to the National Energy Board and the Department of Indian Affairs and Northern Development when they are filed with those agencies.

We would appreciate receiving your views on the basis of assistance and co-operation set out in this letter.

Yours truly,

A handwritten signature in dark ink, reading "I. B. MacOdrum". The signature is fluid and cursive, with the first name "I. B." written in a more formal, blocky style.

I. B. MacOdrum  
General Counsel

IBM/jb  
Enc.



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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

MR. A. J. KORKOLA

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977.



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

MR. A. J. KORKOLA  
PRINCIPAL  
GERALDTON COMPOSITE HIGH SCHOOL  
BOX 909  
GERALDTON, ONTARIO  
P0T 1M0

PRESENTED AT

GERALDTON, ONTARIO  
ON  
NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
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TORONTO, ONTARIO  
M4W 1A5



MR. A. KORKOLA  
of GERALDTON



Box 909

Geraldton, Ontario

PO BOX 909

Phone 854-0180

Office of the Principal

A. J. Korkola, B.Sc., M. Ed.  
Principal

M.D. Jacobson, B.A., M. Ed.  
Vice Principal

November 25, 1977

No. 116

Justice Patrick Hartt, Chairman  
Royal Commission on the Northern Environment  
Manulife Centre  
55 Bloor Street West  
Room 801  
Toronto, Ontario  
M4W 1A5

Royal Commission on the  
Northern Environment  
This exhibit is produced by  
*A. J. Korkola*  
this 28 day of *Dec* 1977  
*sgm*

Dear Sir:

As a citizen of Northern Ontario, as a graduate forester, and as a Past President of a Northern Hospital and member of the Thunder Bay District Health Council, I wish to present my personal impressions on two areas of interest to your inquiry, namely, forestry and social issues.

My presentation, hopefully pertinent and to the point, contains very little supporting data in order to remain concise. Reference will be made to two reports to support my views and to provide the Commission with reference material should they wish to examine my concerns in greater detail. A single copy of each report is attached.

FORESTRY:

The history of forest harvesting in Ontario shows a steady northward movement of cutting operations. We are now at the point that many remaining large softwood stands are distant from existing mills with the result that harvest returns and profits are diminishing, thereby creating a sense of long-term insecurity with some. An examination of cutting operations could be expected to show that allowable cuts in some areas are higher than can also be justified in the long term planning.



The liquidation of large even-age overmature/mature stands of softwoods and this excessive allowable cut has enabled woods and mill operations to expand, obtain loan collateral for further woods and mill investment and to utilize existing forest stands before they underwent attack from disease, insect or fire. I suggest that this philosophy was adequate for the times; however, growing evidence suggests that across Canada we will soon be experiencing a softwood shortage.

Recently the Federal government and the Forest Management Institute of the Canadian Forestry Service commissioned a report entitled Forest Management In Canada. In October, 1977, at Quebec City during the Canadian Forestry Association meeting, F.L.C. Reed and Associates Ltd. released their paper entitled, Forest Management In Canada And Its Promises For The Future, (copy attached). This latter report is a precis of the more extensive Federal government inquiry. From page 9 of the latter report I quote, "In Ontario, a potential softwood timber deficit is already apparent in the area from Thunder Bay in the northwest to Pembroke in the northeast". So what has happened historically in Southern Ontario with forest exploitation is about to be repeated in Northern Ontario.

I suggest that it is time to review our present forest policies and our pulp mill over reliance on spruce and balsam fir. Our policy to-day permits harvesting in large clear-cut patterns, leaving residual hardwood stands that have little commercial value for to-day's softwood pulp-producing mills. In the Reed report it is also mentioned (on page 11) that Canada has one of the lowest levels of forest inventory records in the developed world. This in turn provides too little information for effective long-term planning, forest management and operations. Compounding these problems is the inadequate regeneration of softwoods to guarantee a future economic base for our Northern communities; hence, our long-term sense of concern grows with this perspective. Perhaps it is idealistic to think that we can plan for rotation cycles of 100 years to the extent that we can guarantee security for our Northern Communities? Perhaps, but I do think that provincial research and development money should be earmarked to examine this problem related to our future softwood supply. Another area requiring continued research funding is pulp and paper manufacturing. A review of our future inventories will probably reveal sufficient biomass; however, will future paper making processes be able to make use of poplar and white birch which make up most of our residual stands?



What I am recommending to the commission is that the government implement revised realistic, long-term forest management policies for Ontario. To-day's graduate forester has the necessary forest management knowledge; hence, levels of education and expertise are not a hindrance to implementation of improved strategies. F.L.C. Reed & Associates Ltd., on page 37 of their report note that principal forest land managers generally agree that acceptable forest management policy should include the following required components to-day:

1. STAND ESTABLISHMENT. The minimum is the prompt regeneration of all cut-over lands and a serious attempt to reduce the backlog of untreated cut-over and burned forest.
2. STAND IMPROVEMENT. This will include juvenile spacing and possibly weeding to forestall hardwood encroachment.
3. STAND CONVERSION. The objective will be to rehabilitate non-commercial and decadent stands, especially where these occupy better sites close to mills.
4. TREE IMPROVEMENT. The introduction of genetically superior stock is intended.
5. PROTECTION. Fire protection is reasonably well cared for now. Protection from insects is inadequate to cope with large scale epidemics such as the spruce budworm.
6. RESEARCH AND DEVELOPMENT. Primary research should be stepped up and in some cases re-directed. There is an additional need for applied research and large scale operating trials of various silvicultural treatments.
7. RESOURCE INVENTORY. Serious deficiencies exist in inventories and this handicaps effective management.
8. ACCESS ROADS. Protection and silvicultural programs must have permanent road systems if they are to be effective.
9. STRATEGIC PLANNING. This embraces timber supply and product demand.
10. ECONOMIC ANALYSIS. The role of economic analysis must be expanded to ensure the best use of scarce funds.



I believe the Province needs to review its present forest policies, introduce new forest policy strategies and show the leadership so as to maintain the economic importance of forestry in our Province. This is a need applicable to all of Ontario, not only the area north of fifty! With this revised and realistic policy of long-term forest planning and required forest management, we Northerners would have a greater sense of long-term security. In turn, I would personally hope that both the public and private forest managers, as well as the citizens of Ontario, would develop a higher degree of consciousness and understanding of our use of renewable resources. Only through such a shift in thinking can we rest somewhat assured that Ontario will retain its economical importance with forestry one and two crop rotation cycles in the future.

#### SOCIAL ISSUES:

Please find attached a copy of the summary report entitled, Alcohol Problems in Northwestern Ontario Preliminary Report: Consumption Patterns, And Public Order and Public Health Problems by Norman Giesbrecht and Joe Brown et al. In brief this report notes that there are about twice as many alcohol outlets per capita in the northwestern district than in the Province generally. Also, in recent years (1969-74) per capital alcohol consumption in the Northwest has become higher than in the Province and increasing at a steeper rate. Needless to detail, the related social costs are escalating in the areas of public disorder, morbidity, mortality, etc. The report on pages 35 to 37 lists several recommendations that make sense to me. Of utmost importance is the need with the Province for a well-coordinated and clearly communicated government policy dealing with alcohol distribution, consumption stabilization, alcohol control and enforcement, alcohol treatment and alcohol research.

Any industrial development north of fifty should be accompanied by a government strategy that enables personal and social growth and



development hinged on alternatives and activities not contingent with alcohol abuse.

Sincerely,

A handwritten signature in dark ink, appearing to read "A. Korkola". The signature is fluid and cursive, with the first letter of the last name being a large, stylized capital.

A. Korkola  
Principal

AK:sw  
encl.



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SUMMARY\*

ALCOHOL PROBLEMS IN NORTHWESTERN ONTARIO  
PRELIMINARY REPORT: CONSUMPTION PATTERNS, AND  
PUBLIC ORDER AND PUBLIC HEALTH PROBLEMS

by

Norman Giesbrecht and Joe Brown

in collaboration with

Jan de Lint

and editorial assistance by

Sylvia Lambert

Addiction Research Foundation

1977

\* Janet Ross assisted in the preparation of this summary. It is based on a larger report by the authors. A few of the tables and figures from the report are included in this summary, and the conclusions and recommendations are presented unabridged. However references to research literature and other documentation are not included. For these and other details the reader should consult the full report (Substudy No. 872, Addiction Research Foundation). Comments or questions about the summary or the full report can be addressed to the authors by writing to: Norman Giesbrecht, Social Studies Department, Addiction Research Foundation of Ontario, 33 Russell Street, Toronto, Ontario, M5S 2S1.



## INTRODUCTION

In some communities of northwestern Ontario heavy alcohol consumption and its effects are topics of long-standing and almost daily concern, frequent debate, and the focus of numerous remedial actions. Among the 'alcohol-related' problems discussed are public drunkenness, disorderly conduct in public, disruption of family and community life, and accidents and violence.

Numerous control and rehabilitation programs have been developed in response to concerns about public disorder, social disruption and tragedies related to heavy alcohol consumption, and over the years a variety of proposals have been presented to both municipal leaders as well as the provincial government.

The Town of Kenora has been the focus of much of this attention, although other communities in the area have also been noted for evidence of alcohol problems.

Two events are of particular importance with regard to developments in Kenora and area. The first was "The March" of November, 1965, when approximately 400 Indians marched on the Kenora Town Hall demanding action on a number of issues, one of which was that steps be taken to curtail alcohol problems. The second was the occupation of Anicinabe Park, in August, 1974, by members of the Ojibwa Warriors Society. Alcohol problems and the causes of heavy consumption were among the specific issues raised by members of this group. Both events



stimulated an already keen awareness of the alcohol problems in the area. And various programs and services either had their roots in one of these events, or the effects were stimulated as a result of these events.

In the Fall of 1974 several control and rehabilitation proposals vis-à-vis alcohol problems were being considered by the Ontario Government. Among them was a proposal to increase the price of domestic fortified wines in order to bring it in line with the cost of the absolute alcohol equivalent of other domestic beverages. The proposal was supported by several native leaders in northwestern Ontario as well as the Inter-Ministry Committee on Native Affairs. (The proposed price increase was not implemented, but in December 1975 domestic fortified wines were delisted in 10 liquor outlets in northwestern Ontario).

This project was undertaken in the Spring of 1975, partly in response to a recommendation by the Inter-Ministry Committee on Native Affairs, but also with the expectation that new alcohol control policies might be implemented in the not too distant future, and the research would provide "base-line" data for assessing significantly revised alcohol policies if and when they were put into effect.

In the course of planning the project it was noted that while there had been a number and variety of accounts of alcohol problems in the communities in the Northwest, there had been no systematic study which attempted to bring together



data on alcohol consumption and evidence of alcohol-related problems in the area.

The project was guided by several questions, of which the first two are the main focus of this report:

- Are there differences in alcohol consumption between the Northwest and the province, and between areas of the Northwest?
- Are these differences reflected in the prevalence and incidence of alcohol-related problems?
- Which sectors of the Northwest - geographically or according to demographic characteristics - are most likely to have higher rates of consumption, a higher proportion of heavy consumers and/or more frequent problems related to alcohol consumption? Why?
- What steps might be undertaken in attempts to reduce heavy consumption and concomitant social and physical problems?

In this report the focus is primarily at the district level; namely, the information pertaining to the Districts of Kenora, Rainy River and Thunder Bay is compared, and the district data are also compared with provincial figures. Some of the information is primarily relevant to the Town of Kenora and the surrounding area.

Only a preliminary breakdown of alcohol consumption by beverage type is presented and only a few indicators relevant to alcohol problems are examined. Data for a recent 10-year period (1965-1974) were sought but not always obtained. In some cases the results are based on estimates.



## NORTHWESTERN ONTARIO - DESCRIPTION OF THE AREA AND THE POPULATION

The vast northwestern Ontario region is sparsely and unevenly populated, contains about 225,000 people (2.9% of the Ontario population) and extends over 200,000 square miles (about 50% of the area of the province). Most of the population live south of the Canadian National Railway main-line (near the 50° parallel), with a large proportion in the City of Thunder Bay (approximately 109,000 or 48% in 1971). The main sources of income are mining, lumbering, transportation and tourism.

According to the 1971 census, the region differs from the province in general in that a somewhat larger proportion of the adult population is without an income, and the average and median income levels are lower.

There has been very little population growth in the last decade although there is noticeable growth in the population aged 15 and older in all three districts, but at a rate below the provincial level.

The northwestern districts have a somewhat greater proportion of males to females than is the case for the province generally. However in the Kenora and Thunder Bay Districts the proportion of males is on the decline and in Rainy River District it appears to have stabilized.

The main ethnic groups in the region are persons of British, French, Ukrainian, Scandinavian, German and



Native Indian descent. Of the three districts, Kenora has the highest proportion of Native Indians (Table S-7).

The proportion of Native Indians appears to be increasing and this growth is somewhat greater in the population aged 0-14 than in the population aged 15 and older; that is, the growth in the population under age 15 is more marked among the native than among the non-native population of the Northwest.

#### ALCOHOL CONSUMPTION

##### Main Findings to Date

There are about twice as many alcohol outlets\* per capita in the northwestern districts than in the province generally, a finding which must be interpreted cautiously, considering that the population in the Northwest is widely scattered and also that these preliminary tabulations do not take into account regional variations in the types of outlets.

In recent years (1969-1974) per capita alcohol consumption in the Northwest has become higher than in the province, and increasing at a steeper rate. Of the three northwestern districts, Kenora has the highest rate but Thunder Bay has a somewhat steeper rate of increase. Rainy River's increasing rate has levelled off since 1971. In the

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\* Including both on-premise (e.g., hostels) and off-premise (e.g., liquor stores) outlets.



Northwest, the increase is most noticeable between the 1970-71 and 1971-72 fiscal years (Figure S-7).

The per capita rates of consumption of spirits and wines combined have climbed somewhat more sharply than the rates for all beverages, particularly in the Kenora and Thunder Bay Districts. Compared to the province generally as well as Rainy River District, there is relatively less beer sold in the Kenora and Thunder Bay Districts (Figure S-2).

Low-priced domestic sherry, while still a substantial proportion of total sales in the Kenora District, has undergone a decline since 1971. The patterns for the other jurisdictions are similar but the decline began earlier and the proportionate levels are much lower (Figure S-3).

According to the managers of liquor stores in the Kenora and Rainy River Districts, domestic sherries, domestic whiskies, rum, vodka and gin are the most popular types of beverages among the spirits and wines sold. Those interviewed also noted a recent growth in 7% ("bubbly" or "pop") wines; these were apparently popular beverages among young customers a few years ago.

The managers of the liquor stores in the Kenora District were somewhat more likely to report break-ins, pan-handling, "early-bird" lineups, and customers considered intoxicated (or under age) than were those in Rainy River District. Documentation of 'refusal reports' supplied by



managers from all three districts in the Northwest, clearly indicates that the rate of documented refusals - based on 1,000 liters of absolute alcohol sold at the stores reporting - is by far the highest in the Kenora District: the annual average between 1969-1974 was 10.10 for Kenora District compared to 0.92 for Rainy River and 0.43 for Thunder Bay. This difference is largely due to the relatively high number of refusals by the store in the Town of Kenora. Generally, documented refusals may be an underestimation of the actual number of intoxicated (or underage) customers seeking service.

#### Comments

To date the differences in overall consumption levels as well as beverage choices have not been systematically explored with the purpose of seeking to explain the variations. However, a few preliminary comments are in order.

Accessibility: As we noted above, there are more outlets per capita in the Northwest which is at least partly due to the geographic distribution of the population. The greater number of outlets per capita may be seen as a stimulus to alcohol consumption, as a response to growing consumption levels, or as both.

There are conflicting preliminary observations with regard to the economic accessibility of alcohol in the Northwest. On the one hand, alcohol might be considered less accessible in the Northwest than in the rest of the



province. The average incomes for the districts in the Northwest are below the provincial level (or at least they were in 1971), a smaller proportion of the population is employed, and a greater proportion, particularly in the Kenora District, is in the lower income brackets. Native Indians, often considered to be over-represented in the heavy consumer sector of the population, are, at the same time, over-represented in the lower income groups.\* (And a substantial proportion live in isolated areas away from liquor outlets).

On the other hand, there are more outlets per capita in the Northwest. The price of alcoholic beverages in the Northwest, at least for off-premise consumption, is the same as in other parts of the province, whereas goods not subject to the 'standard provincial pricing' are generally higher. Therefore, compared to clothing and fuel, etc., alcoholic beverages may be considered to be a "bargain" in Northwestern Ontario.

Sex and Age Distribution: The differences between the consumption levels in the Northwest and Ontario generally cannot be ascribed primarily to differences in the age or sex composition of the respective populations. Although there is a higher proportion of males in the Northwest

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However, in certain circumstances, low average income in a population, or sector of the population, may correlate with high levels of consumption (e.g., Skid Row subculture).



this proportion has declined during the time that consumption has increased. For example, in 1966 the males constituted 52.9% of the population aged 15 and older in the Kenora District, (this was 7% above the provincial proportion for that year) but by 1971 this proportion had declined to 52.0% and was only 5% above the provincial level. However, in 1969 the alcohol consumption level in this district (per capita aged 15 and older) was 38% above the provincial level and 53% higher by 1974.

The estimated growth of the population aged 15 and older has been lower in the Northwest between 1969-1974 than in the province generally: 3.3% in the Kenora District, 6.3% in Rainy River, 5.9% in Thunder Bay and 14.9% for the province.

Native Indian Population: Of particular interest is the relative size and growth of the Native Indian population. About 8% of the total population in northwestern Ontario are of native heritage; the proportion for Ontario is less than 1%. Of the population aged 15 and older in the Kenora District, 16.7% (in 1971) are registered natives, 5.3% in Rainy River and 2.5% in Thunder Bay District.\*

The ratio of Native Indians to the general population may be considered by some people as the most important

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\* It is estimated that the number of non-registered natives or persons of Metis heritage is equal to the number of registered natives in a jurisdiction.



variable in understanding the elevated consumption levels in northwestern Ontario. While this type of explanation must be seriously considered, it is of limited value. For example, by referring to the proportion of Native Indians one cannot account for the rapid increase in consumption in the District of Thunder Bay. Here there was a 38% increase in consumption between 1969-1974 and only 2.5% (1971) of the population over age 14 were registered natives.

We might hypothesize that in general Native Indians in the Northwest do not drink more than their 'share' (on a per capita basis) over the course of a year, although their drinking bouts may be more intense, more public, and therefore more likely to lead to social complications and interventions.

However, the social situations and life styles of the natives may vary from one district to the next. For example, living conditions, social organization and employment opportunities for the natives in the Kenora District may be worse than in other districts. If this is the case - but to date this kind of comparison has not been undertaken - an atmosphere that there's "nothing to lose" through heavy consumption may develop, and a relatively low average income of a strata of the population may in these circumstances correlate with high consumption levels.

One specific development in the 1970s has been that of mercury pollution in some areas of the Northwest, affecting several Indian communities and livelihood of those



involved in guiding and fishing (e.g., the Reserves of Grassy Narrows and White Dog). There have been reports of substantial increases in welfare payments to persons on these reserves. And some observers have noted that alcohol problems have become more intense in recent years, although reports are conflicting.\*.

Youth and Alcohol Consumption: There has been a liberalization of alcohol control measures throughout Ontario in the 1960s and into the 1970s. It might be argued that the impact of liberalization on alcohol consumption was greater in some parts of the province than in the province generally. This may be the case with regard to the lowering of the legal drinking age in the summer of 1971. It was noted earlier that the increase in per capita consumption between the 1970-71 and 1971-72 fiscal years was somewhat more marked in the Northwest than in Ontario generally. Other changes in availability as well as the lowering of the drinking age may have played a role in the shifts in consumption levels.

The data analyzed to date do not allow us to draw a conclusion on this point. However, a comparison of the results from two surveys suggest that even before the age was lowered a greater proportion of high school age persons in the

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\* These and other topics will be examined in subsequent work on the project where community consumption levels will be compared to indicators of alcohol problems and various control efforts and programs.



Thunder Bay District reported drinking alcohol than those in Toronto. Furthermore, alcohol problems among the young appears to be a topic of considerable interest in the Northwest: of the 64 submissions received by the Ontario Youth Secretariat while preparing their report "Youth and Alcohol", 28 (or 44%) were from the Northwest - an area representing 3% of the population aged 15-24 in the province.

Alcohol Consumption Patterns: Very little systematic information is available on drinking habits in the Northwest as compared to those in the province generally. A recent Gallop household survey reported that among those 18 and older, 84.5% in the northern part of the province were drinkers, and 80.9% in the province generally. Various reports in the media, particularly those focusing on alcohol consumption by the natives, allude to binge, spree, or episodic drinking as a common form of consumption. Furthermore, "frontier" attitudes which are probably related to type of occupations, environmental dangers, isolation and lack of cultural and recreational facilities, may be prevalent in the Northwest and be reflected in drinking behaviour.

In a number of other studies, comparisons of per capita consumption levels and estimates of the proportion of heavy consumers has led to the general conclusion that the proportion of heavy consumers varies directly with the



average consumption level.\* Considering that the levels of alcohol consumption are higher in the Northwest, particularly in the Kenora and Thunder Bay Districts, and climbing at a steeper rate than those for Ontario, it might reasonably be argued that on a per capita basis there are more heavy consumers in the Northwest than in the province generally.

As mentioned earlier, the evidence on these points is at best impressionistic, and several important questions require further investigation: Are there differences between the drinking patterns in the Northwest and the rest of the province? Can these differences account for differences in the overall consumption levels? How does consumption level relate to relative proportion of binge versus continuous drinkers among the heavy drinking sector of the population? Are "frontier" attitudes and lifestyles an important component of drinking patterns of the Northwest?

#### PUBLIC ORDER PROBLEMS AND CRIMINAL OFFENCES

Any examination of social problems using "official statistics" is faced with numerous conceptual and methodological complications. Variations in manpower, police and correctional policies, operational definitions of offences,

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\* This type of relationship is, of course, influenced by the fact that heavy consumers contribute substantially to overall alcohol consumed. One estimate is that persons drinking 9 ozs. of whiskey a day, or more (or the equivalent as other beverages) were responsible for about 40% of the dollar value of alcohol sold in Ontario.



has the middle position with regard to rate, the lowest rank of the four jurisdictions with regard to the proportion of liquor offences that were drinking/driving charges. When collisions involving alcohol in 1973 were calculated as a rate of registered vehicles in the jurisdiction, the rank order was similar to that of per capita alcohol consumption for that year (Table S-2).

The majority of the convictions in the Kenora District Court (Summary Conviction Proceedings) were found to involve liquor offences: the average between 1966-1974 is 66% whereas the provincial average for 1966-1972 is 12%. About 80% of the liquor offences in the Kenora Court involve "public intoxication", but only 45% for the province. The proportion of drinking/driving convictions among liquor offences is considerably greater in the province generally than in the Kenora District Court.

There is a much greater proportion of females among those convicted for liquor offences in the Kenora District than for the province generally. On the average (1966-1974) almost 90% of the female convictions in this court involve liquor offences, whereas for the province the proportion is less than 9% (1966-1972) (Figure S-6).

An exploratory examination of homicide cases heard in the Kenora District Court between 1970-1975 found that in over 80% of the cases the suspects were reported as being drunk or drinking prior to the crime.



The majority of the persons incarcerated in the Kenora District Jail are held for liquor offences: between 1966-1974 the average is 77%, compared to 40% for the province (Figure S-7). The average rate of committals for liquor offences is 49 per 1,000 adults, compared to 1.5 for the province.

Approximately 60% of the liquor offence cases heard by the Kenora District Court involve charges laid by the Police Department of the Town of Kenora. Two-thirds of the reported offences, and three-quarters of the charges by the Kenora Town Police involve liquor offences (Figure S-8), with "intoxication in a public place" by far the most common liquor offence (average of 82.3% between 1966-1975). The average proportions for other offences are much lower: "having in a public place" (7.6%), "minor consuming" (6.6%), and charges related to drinking and driving (2.9%).

In the last decade (1966-1975) there has been a 600% increase in the number of public drunkenness events reported by the Kenora Town Police. And since 1969 there has been a 330% increase in the total events tabulated (police charges plus Detoxication Centre admissions from 1972-1975) (Figure S-9). There have been some fluctuations with regard to number of reported events that are likely related to the opening of the Detoxication Centre. However, even after the opening of the Centre many persons are still being charged and the number and proportion of cases appears to be increasing.



The majority of the persons admitted to the Detoxication Centre in the Town of Kenora (July 1973-December 1975) are recidivists, and their proportion is growing. Many more natives than non-natives are admitted (ratio of 5.5:1 for the first admissions) particularly females; only a handful of non-native females were admitted. The natives are on the average younger than the non-native males, and seem to be getting younger. For first admissions to the Centre between 1973 and 1975, the male-female ratio is 2:1, and 1.6:1 if only native admissions are considered.

#### Comments

The overall levels of offences are higher in the Kenora District and increasing. To what extent these levels are indicative of alcohol problems is, of course, unclear since the role of alcohol varies from case to case, and from one type of offence to the next. Furthermore, while alcohol consumption is likely a concomitant of a number of offences, particularly various types of aggressive acts (e.g., assault, rape, homicide), it may not have a causal role.

With regard to "liquor offences" (Liquor Control Act and drinking/driving offences) the rank order of the rates for the four jurisdictions (3 districts and Ontario) is similar to the rank order for consumption levels for



1973 and 1974 (Figures S-1 and S-4). This would also hold for 1975 if the consumption trends for 1971-72 to 1974-75 are projected to the 1975-76 fiscal years (Figure S-1). In other words, for these years at least, the alcohol consumption level can be used as a rough indicator of where the district stands with regard to rate of liquor offences.

A similar rank order is noted when the rates of "alcohol involved human damage collisions" (1973) (Table S-2)\* are compared to alcohol consumption levels. For drinking and driving charges there were some incongruities between the rank orders of the drinking/driving rates and the per capita consumption levels: in 1973 Rainy River had the highest drinking/driving rate, Kenora next, and Thunder Bay third; in 1974 Kenora and Rainy River were tied for first, followed by Thunder Bay; but by 1975 they were in the expected order: Kenora, Thunder Bay, Rainy River and Ontario (Figure S-5).

Not only is one struck by the high levels of liquor offences in the Kenora District, as indicated by the statistics from the Kenora District Court and the Kenora District Jail, but also with the prevalence of public drunkenness offences. This is noted in data from the Kenora District Court as well as from the Police Department of the Town of Kenora: for each set of statistics an average of over 80% of the liquor offences involve public drunkenness. This

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\* However this comparison is weakened by the fact that the source for this table used a population base that was considerably smaller than the district figures, whereas our consumption rates are based on district populations.



apparent preoccupation with public drunkenness may in part explain why the Kenora District rates for drinking/driving charges were not the highest of the four jurisdictions in 1973 - namely, police energies vis-à-vis liquor offences were mainly oriented to public intoxication.\*

The statistics from the Kenora District Court and the Kenora District Jail indicate that the proportion of females convicted of liquor offences is many times the provincial level. What the statistics do not indicate, however, is the high proportion of natives involved in the court and jail proceedings. It is common knowledge to observers in the area that the majority of persons appearing in the Kenora District Court or committed to the Kenora District Jail are natives. In fact the large number of native females involved in these institutions may account for the close male/female ratio indicated earlier.

In the Town of Kenora, statistics from the Detoxication Centre show that over 80% of the persons admitted are natives. The male/female ratio is 2:1 and even closer when only native first admissions are considered.\*\*

However, one should not readily assume that these data are necessarily an accurate barometer of the characteristics of heavy drinkers in the town or the area. Public order

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\* In the Town of Kenora the police recorded over 6,831 cases of public drunkenness in 1973, of which about 5,900 involved referrals to the Detoxication Centre and 888 resulted in charges; 372 other liquor offences were recorded.

\*\* For the Toronto ARF Detoxication Centre the male/female ratio was 2.7:1 in 1973.



and law enforcement institutions are likely to operate in a selective manner: that is, their mandates and informal practices lead them to focus on certain kinds of events and persons. For example, heavy consumption among non-native females could be much more common than is indicated by the statistics from the Detoxication Centre. In general, non-native heavy consumers may have consumption habits and various social resources that usually enable them to avoid being singled out by the police. Hence, their chances of appearing in the aforementioned statistics are probably rather slim compared to the chances of native heavy consumers; this may be particularly true for non-native females.

The findings indicate that in recent years public drunkenness has become an increasingly prominent social problem in the Town of Kenora: since 1968 there has been a steep increase in the number of events tabulated; the proportion of recidivists admitted to the Detoxication Centre has increased; and the average age of the natives admitted to the centre - who make up the bulk of total first admissions - has declined. It appears that public drunkenness is more common in the town than it was in the late 1960s, apparently involving to an increasing extent repeated events by the same people, and possibly somewhat younger people than a few years ago.

These changes may be a reflection of increased consumption in the area, increased concern about public drunkenness (e.g., expansion of the police force), the opening of the



Detoxication Centre,\* or some combination of these factors. The data do not allow us to judge which is the most likely explanation, and at the present time none can be ruled out.

#### ALCOHOL AND HOSPITAL MORBIDITY

The data we have obtained on morbidity is by no means comprehensive, but relevant tabulations were undertaken at the Lake of the Woods District Hospital, Kenora.

##### Main Findings to Date

Alcoholism was found to be a much more common diagnosis in the Northwest than in the province generally (Table S-3): in 1974 it ranked between 5th or 7th of all hospital diagnoses compared to 28th for the province.

At the Lake of the Woods District Hospital which serves Kenora and area, one out of 11 discharges in 1974 involved an alcoholic diagnosis. And between 1969 and 1974 alcoholic diagnoses increased as a proportion of total separations (discharges) at the hospital - from 3.9% to 8.9%.

The largest group of patients with an alcoholic diagnosis are non-native males (on the average 48.1% of the unduplicated alcoholic patients admitted in any one year), followed by native females (20.9%), native males (16.4%), and

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\* The Centre is used for short stays by most clients and this practice in combination with more lenient police practices (i.e., releasing on their own recognizance) results in their returning to the streets after only a few hours.



by non-native females (14.6%). The increase in the number of native patients admitted has been more substantial than that for non-native patients: from 5 in 1969 to 94 in 1974, an 18.8-fold increase, compared to an increase from 30 to 114 (3.8-fold) for non-native patients.

The proportion of non-native patients of total alcoholic cases is greater at the hospital than at the Detoxication Centre. For males the respective proportions are: 75% at the hospital (annual average) and 24% at the Detoxication Centre (first admissions) are non-natives. The proportions for females are: 41% at the hospital (annual average) and 1.6% at the Detoxication Centre (first admissions) are non-natives.

The native groups among the alcoholic hospital admissions are younger than the non-native alcoholic patients: there is a 13.5 year difference in the mean age of the males (37.0 compared to 50.5) and a 13.6 year difference for the female groups (32.8 and 46.4).

Furthermore, the average age of non-natives admitted to the hospital is considerably higher than that of admissions to the Detoxication Centre in the town: among males, where this type of comparison was feasible, there is an 8 year difference (42.1 - detox, and 50.5 - hospital). However among natives the average ages are not that divergent: for native males they are similar (37.1 - detox, and 37.0 - hospital); and only a few years apart for native females (35.9 - detox, and 32.8 - hospital).



Finally, the natives admitted to the hospital and subsequently receiving an alcoholic diagnosis are on the average younger than several other alcoholic groups in Ontario whereas the non-natives are on the average older (Figure S-10).

#### Comments

Our preliminary findings on hospital diagnoses for alcoholism are generally in keeping with consumption levels in the Northwest: alcoholism diagnoses were more common in 1974 and alcohol consumption levels were above the provincial level in that year. However, the diagnosis rates are rather close together for the northwestern jurisdictions, whereas the consumption levels are spread out (Table S-3 and Figure S-1).

Between 1969 and 1974 alcoholism diagnoses at the Lake of the Woods District Hospital increased substantially as a percentage of total separations. This pattern generally resembles the increase in public drunkenness events tabulated for the Town of Kenora during these years. Admittedly, the increase may be influenced by factors other than overall consumption levels: for example, there may have been a greater emphasis on alcohol programs within the hospital.\*

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\* It may be difficult to unravel the relative impact of a shift in focus as compared to an increase in the number of patients appearing at the hospital who turn out to have alcoholic symptoms.



On several demographic variables persons admitted to the hospital and diagnosed as alcoholic are comparable to admissions to the Detoxication Centre in the Town, although there are some differences. Native patients are on the average of similar age in both health care facilities; in fact, native females at the hospital are even slightly younger than native females admitted to the Detoxication Centre. However, non-native males at the hospital are on the average considerably older than non-native males admitted to the Detoxication Centre.

Of the alcoholic patients at the hospital, a greater proportion are non-natives (63.2%) than at the Detoxication Centre (16.2%). For females the differences are even more striking: 41.3% of the female hospital patients were non-natives, compared to 1.6% of the female first admissions to the Detoxication Centre.

The findings suggest that alcohol problems may in fact be more common among non-natives than is indicated by detoxication statistics (or police statistics - since in recent years about 90% of the referrals to the Detoxication Centre were by the police). The age profiles indicate that whereas on the average there appears to be little if any time lag between a detoxication and hospital contact for natives, for non-native males, this lag is considerable. Furthermore, the non-natives hospitalized for alcoholism in this hospital are even older than other alcoholic groups, whereas the natives are on the average younger.



The reasons for these differences are still unclear. Possibly non-native males (and females) who become heavy drinkers start drinking heavily at a later age than is the usual pattern among native heavy consumers. Possibly non-native heavy drinkers are able to resist or avoid various interventions for longer than are the native drinkers. In this respect, social status and personal resources, as well as the ability to keep heavy drinking away from public attention, may play a role.

Alcohol problems are probably more noticeable among natives than non-natives. Higher rates of contact between natives and police, as well as almost constant surveillance of native drinkers may play a role in this regard. The drinking locales of natives are probably more public, particularly when they are drinking in towns. Because of the greater visibility of the native as compared to the non-native heavy consumer, differences in the style of drinking, as well as concomitant social problems, there is likely greater pressure on natives to seek or accept treatment.

The amount, occasions and patterns of consumption among natives may increase the probability of violence and other actions which would lead to intervention by the police or other agents. These and other factors could lead to an earlier identification of alcohol problems among natives and/or a higher representation of younger persons in the patient population.



## ALCOHOL AND MORTALITY

The information on mortality was not available with age breakdowns by District. Adjustments were undertaken using the age breakdowns of the general population of the Districts and the province so as to compensate for differences in the age distributions. Also, because of the relatively low number of deaths per year in the Northwest, data for 1967-1973 were combined. Therefore temporal changes in mortality are not presented in this report.

### Main Findings to Date

There are three main findings with regard to mortality: one is that the rates of death from all causes are higher in the northwestern jurisdictions, particularly in the District of Kenora as well as the rate for Thunder Bay males; the second is that there are no statistically significant differences in the liver cirrhosis mortality rates; and the third is that the rates of death due to accidents, poisonings and violence combined were higher in the Kenora District and for the males in the other two Districts.

The Kenora rates of death from all causes are higher than the provincial levels by 22% for males and 36% for females. Both differences are statistically significant ( $Z$  values  $> 1.96$ ). The rate for Thunder Bay males is higher by 11% which is also a statistically significant difference (Figure S-11).



There are also substantially higher rates for diseases of the respiratory system, mental disorders, infective and parasitic diseases, and complications during pregnancy, for several of the comparisons. Mortality rates for respiratory system diseases are significantly higher for both Kenora males and Kenora females, and the rate for infective and parasitic diseases is significantly higher for Kenora females.

For the Kenora District there are also elevated rates for diseases of the digestive system, symptoms of ill-defined conditions, and diseases of the genito-urinary system (males only).

Rainy River has higher rates for death due to skin and musculo-skeletal conditions as well as genito-urinary diseases (males only).

For Thunder Bay males the rate of mortality from diseases of the circulatory system is well above the provincial level, whereas the Ontario rate is significantly higher than the rate for Kenora males.

As well as tabulations for the main disease categories, we calculated rates of death for 4 specific disease categories: cirrhosis of the liver; ischaemic heart disease; trachea, bronchus and lung; and stomach. Only one of the comparisons is statistically significant: the ischaemic heart disease rate for Ontario males is well above that of Kenora males. Liver cirrhosis mortality rates are generally similar to the Ontario levels. However, the rate for Kenora



females is double the Ontario rate, but the number of cases in the Northwest are few, and none of the comparisons for liver cirrhosis mortality resulted in statistically significant Z values.

Mortality rates in the Northwest for the general category "accidents, poisonings and violence" are well above the provincial levels. Four of the six comparisons resulted in statistically significant Z values: they are, Kenora males, Kenora females, Thunder Bay males and Rainy River males (Figure S-12). Furthermore, several of the specific comparisons involving causes of death within this general category also produced significantly higher rates in the Northwest: "other transport" - Kenora males; all drownings - Kenora males and Thunder Bay males; drownings-boating - Kenora males; all accidents - Kenora males, Kenora females, Rainy River males, and Thunder Bay males; and suicides and homicides (combined) - Kenora males. Most of the other comparisons involve higher rates for the Northwest; however the relatively low number of cases preclude these results from being statistically significant.

Supplementary data from the Regional Coroner indicate that between 1973-1974 in the Kenora District one out of every three victims of accidental and violent deaths are Native Indians, although they comprise only 21% of the population of the District. These tabulations also suggest that alcohol was involved in at least 35% of the accidental and violent deaths between 1973-1974.



Finally, mortality data from the Sioux Lookout Treaty Area which includes a part of the native populations from both the Kenora and Thunder Bay Districts, indicates that accidental and violent deaths as a percentage of total deaths is considerably higher among Natives in the Northwest than for the population generally (Table S-4).

#### Comments

A comparison of mortality rates in the Northwest and in the province (1967-1973, combined), show higher rates of death from all causes, certain disease categories, and in particular, deaths due to accidents, poisoning and violence in the Northwest. Elevated levels are more likely to be found among males than females, although Kenora females have elevated levels for a number of categories. Generally the Kenora rates are higher than those for the other districts.

Some of these differences (e.g., accidents) may be influenced by features of the lifestyle such as frequent contact with a rugged environment. Others (e.g., respiratory, infective and parasitic diseases, complications during pregnancy) might, in part, be a function of sanitation, isolation and level of medical services in some areas of the Northwest. One writer noted that the mortality rate in the post-neonatal period among registered natives in the Sioux Lookout Zone was approximately double the provincial level.



Of the 55 deaths examined in the post-neonatal period, 54.5% involved pneumonia, gastroenteritis, or meningitis.

Isolation and the level of medical services available, lack of care in attending to food, water and wastes, as well as neglect in child management, may be factors in elevated death rates in certain categories. Lack of sanitation, etc., and neglect with regard to child care, may well be influenced by, or concomitant with heavy alcohol consumption.

However, liver cirrhosis mortality is not significantly elevated in the Northwest. Considering the substantial differences in the consumption levels between the Northwest and the province one might expect that the rate of death due to liver cirrhosis would be well above the provincial level. However, the number of cases did not allow us to make a year-by-year comparison between per capita consumption and cirrhosis deaths in each jurisdiction. Liver cirrhosis deaths for 1967-1975 combined had to be compared to annual consumption data for 1969-1974. Furthermore, alcoholic liver cirrhosis is most likely to develop in continuous heavy consumers with a number of years of heavy consumption, and only in a proportion of heavy consumers. And the differences between the consumption levels in the Northwest and the province were considerably less in the late 1960s than they are in the mid-1970s. Therefore, it might be argued that the differences in consumption have not been present long enough to turn up in elevated liver cirrhosis mortality rates.



It is of course also possible that there are important differences between the consumption patterns of heavy consumers in the Northwest as compared to the province generally: heavy consumption in this area may more often take the form of bout or spree drinking and less often that of regular daily consumption than is the case for the province in general. With regard to this last point our data are at best impressionistic.

Death due to liver cirrhosis is one indicator of the effects of chronic heavy consumption, whereas deaths due to accidents and violence, of which a substantial proportion likely involve alcohol, can be considered an indicator of both acute and chronic effects of heavy consumption.

The rank order of death rates due to accidents or violence by jurisdiction is as follows: Kenora, Rainy River, Thunder Bay and Ontario. This ranking is similar to the rank order of per capita consumption levels in 1971 (the mid-point for 1967-1973 mortality data).

The higher rate of death due to accidents, poisonings and violence in the Kenora District is related, in part, to the higher proportion of natives. It was found that a higher proportion of all deaths are in the accidents, poisonings and violence category among natives living in the Sioux Lookout Zone than in either the Kenora District or the province. Studies in the Kenora area as well as in British Columbia and at the national level have noted that accidental and violent



deaths are a leading cause of mortality among native peoples. These studies allude to the role of alcohol, although one must also consider other factors (e.g., differences between natives and non-natives in exposure to environmental risks).

One possibility is that there may be differences in the drinking patterns in the Northwest and the province generally, and, more specifically between the natives and non-natives in the Northwest. There may be a greater proportion of heavy consumers who are spree drinkers in the Northwest, or among native heavy drinkers in the Northwest. These persons may not be as susceptible to the development of cirrhosis and other chronic conditions related to heavy consumption more likely to be found among continuous heavy drinkers. If, indeed, spree drinking is more common in the Northwest, this would be in keeping with our findings on the high rate of accidental and violent deaths in the Northwest, particularly in the District of Kenora.

Therefore the mortality data from the Northwest do not provide strong evidence of the chronic effects of heavy alcohol consumption. However, there are indirect indications of the acute effects of excessive consumption. Kenora District with the highest rate of per capita consumption in recent years of the four jurisdictions compared, also had the highest rate of death due to accidental and violent causes. The presence and role of alcohol in these deaths likely vary from case to case, but on an aggregate basis seem to be substantial.



## CONCLUSIONS

The following are the main findings of the project to date. Only a few indicators of alcohol-related problems or of heavy consumption have been considered. The focus has been primarily at the District level.

1. In northwestern Ontario, between 1969-1974, the level of per capita alcohol consumption was higher than that of the province as a whole and increasing more rapidly than the provincial trend.
2. The most noticeable increase in per capita consumption was in the Districts of Kenora and Thunder Bay, both of which had marked increases between the 1970-71 and 1971-72 fiscal years.
3. In these two Districts there is relatively less beer sold than in the province generally, and the per capita rates for spirits and wines combined have been increasing even more rapidly than those for all beverages.
4. Low priced domestic sherries, while still a substantial proportion of total sales in the Kenora District, have undergone a decline since 1971.
5. There are approximately twice as many alcohol outlets per capita in each of the Districts of Kenora, Rainy River and Thunder Bay as there are in the province generally.
6. There are indications that alcohol-related problems are more prevalent in the northwestern districts than in the province generally. The rates for drinking and driving, public intoxication, and other offences under the Liquor Control Act, accidental and violent deaths, and alcohol-diagnosed hospital separations were higher in northwestern Ontario than in the province generally.



7. The Kenora District is the most notable of the districts as it has the highest per capita consumption of alcohol, the most alcohol outlets per capita, the highest rate of arrests and convictions for liquor offences, the highest rate of alcohol-diagnosed hospital separations, and the most elevated rates of deaths due to accidents, poisoning and violence.
8. Observations indicate that the majority of the persons charged, convicted, and committed for public intoxication in the Kenora District are Native Indians. Natives also have rates of death due to accidents and violence that are above the district levels.
9. The proportion of females involved in liquor offences in the Kenora District is above that of the provincial level. The proportion of females among alcoholic hospital admissions to the Lake of the Woods District Hospital, Kenora, is also above that usually found in clinical populations.
10. The majority of the alcoholic cases at the Lake of the Woods District Hospital are non-natives. However, compared to their proportion in the general population, natives are overrepresented.
11. The non-native patients in this hospital are generally older than other alcoholic samples in Ontario, whereas the native alcoholic patients are considerably younger than other alcoholic samples, and particularly younger than the non-native patients in this hospital. Among the native alcoholic patients, a notable majority are female.
12. The majority of the liquor offence cases reported by the Police Department of the Town of Kenora are for public intoxication. Between 1969-1975 there has been a 330% increase in the number of public drunkenness events tabulated in the Town of Kenora annually.
13. An increasing majority of the persons admitted to the Detoxication Centre in the Town of Kenora are recidivists. More natives than non-natives are admitted, very few non-native females are admitted.



13. (contd.)      The natives are on the average younger than the non-native males, and seem to be getting younger.

#### RECOMMENDATIONS

It is clear from our study that some areas of the province have per capita alcohol consumption rates that are well above the provincial levels. The links between alcohol consumption levels and the prevalence of social and health problems have been indicated in our own and other studies.

1.      We therefore recommend that a comprehensive health-oriented alcohol control policy be established for the province. Such a policy should seek to at least contain rising consumption trends in the Northwest as well as in the province in general.
2.      Specific efforts within such an "alcohol policy" should be directed at stabilizing per capita consumption in the Northwest, and hopefully, bringing it in line with the provincial level. These specific efforts might include controlling availability through carefully planned price increases throughout the province, changes in the legal drinking age, and a policy of stabilizing outlets on a per capita basis in keeping with the provincial average.

In view of the level of community awareness and concern with regard to alcohol-related problems in the Northwest during a time when consumption of alcohol was on the increase, we recommend the following:



3. That there be a policy of greater and more immediate responsiveness to community requests regarding preventive measures, and that there be a greater involvement of community representatives in the development of local alcohol policies: for example, with regard to number of outlets, type of outlets, type of beverage available, hours of sale, etc.

Our findings strongly suggest that a very considerable proportion of police, court and jail time and expenditures, particularly in the Kenora District, involve the public inebriate. Rather than intensifying these interventions, we recommend as follows:

4. That greater emphasis be placed on the use and enforcement of existing laws oriented to restricting the availability of alcohol: for example, the laws regarding serving liquor to minors, serving intoxicated customers, bootlegging, and the use of the interdiction list.

This alternative emphasis, namely, restricting illegal accessibility to alcohol, might reduce alcohol-related accidents and violence, and be a positive move toward prevention of other problems related to intoxication.

5. Planning for additional treatment services for persons experiencing alcohol problems should take into account information regarding alcohol consumption levels and indicators of alcohol-related social and health problems. The District Health Councils are presently the primary mechanisms for the development of specific services; we would urge that health problems related to alcohol be considered a priority item in their overall planning. In certain districts, or specific communities of the Northwest, it will be necessary to have special programs or services for certain groups: for example, the public inebriates, native heavy drinkers, and females who drink to excess.



6. Careful consideration should be given to the expansion of public educational efforts vis-à-vis alcohol consumption and related problems:

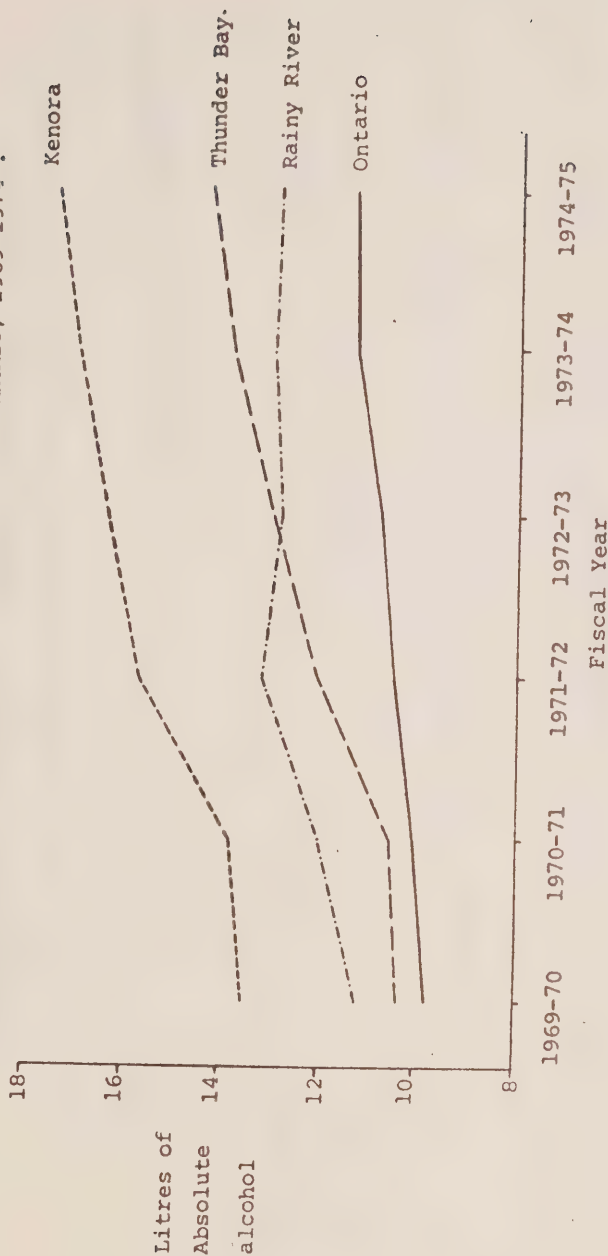
- a. Community leaders and other members of the public should be clearly informed of proposed changes in alcohol policy and the rationale for these changes.
- b. Information on alcohol consumption in an area should be more easily accessible for the purposes of planning preventive strategies. One approach would be to have district breakdowns of the sales data in the Annual Reports of the Liquor Control Board of Ontario.
- c. In view of the markedly elevated rate of accidental and violent deaths in the Northwest, and the suspected involvement of alcohol in a considerable proportion of these deaths, special emphasis in all alcohol-related educational programs should indicate that alcohol consumption may increase the risk of violence resulting from conflict situations with other people, and that alcohol reduces the individual's ability to deal with environmental hazards, and such commonplace actions as driving cars, boating, swimming, starting fires, etc.

7. General or specific policies directed at curtailing heavy consumption and alcohol related problems should be systematically and periodically assessed and, if necessary, revised in keeping with the results of these assessments.



FIGURE S-1

SEASONALLY ADJUSTED<sup>a</sup> ANNUAL PER CAPITA<sup>b</sup> CONSUMPTION IN LITRES OF  
ABSOLUTE ALCOHOL, NORTHWESTERN DISTRICTS AND ONTARIO, 1969-1974 .



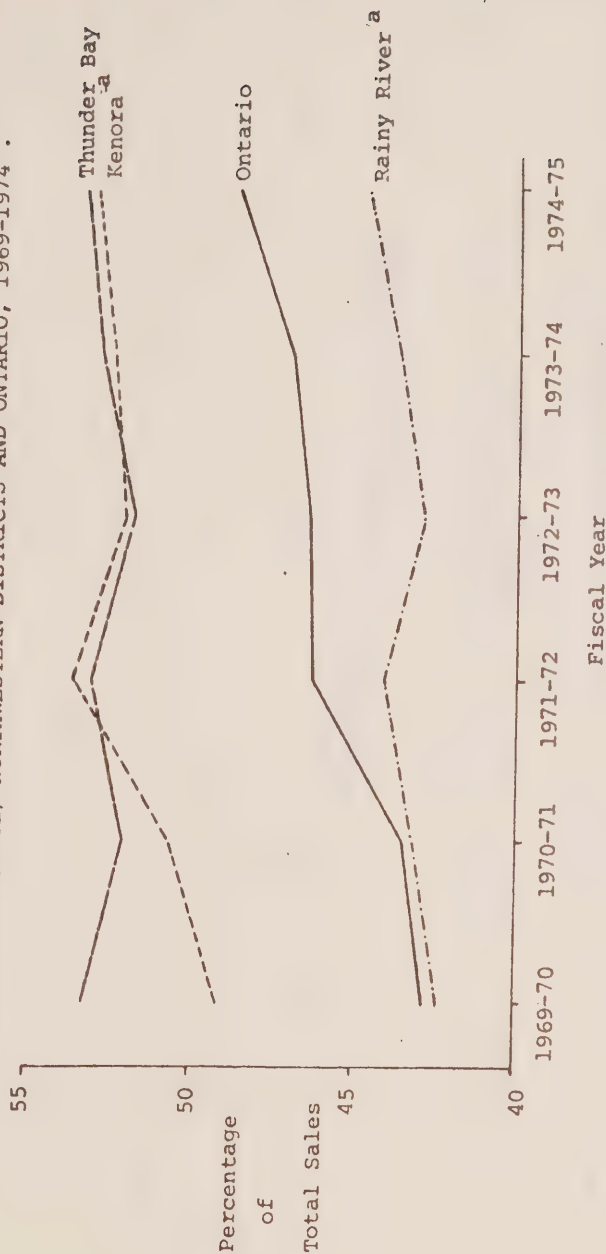
- a. Data for Kenora and Rainy River Districts are seasonally adjusted in order to compensate for tourist consumption.  
b. Age 15 and older.

Sources: Liquor Control Board of Ontario and Brewers' Warehousing Co. Ltd., as well as the LCBO Annual Reports. Estimates were required for some sales.  
Population data from 1966 and 1971 census and inter-census estimates, Statistics Canada.



FIGURE S-2

ANNUAL CONSUMPTION OF SPIRITS AND WINES AS A PERCENTAGE OF TOTAL SALES  
(ABSOLUTE ALCOHOL) NORTHWESTERN DISTRICTS AND ONTARIO, 1969-1974<sup>a</sup>.

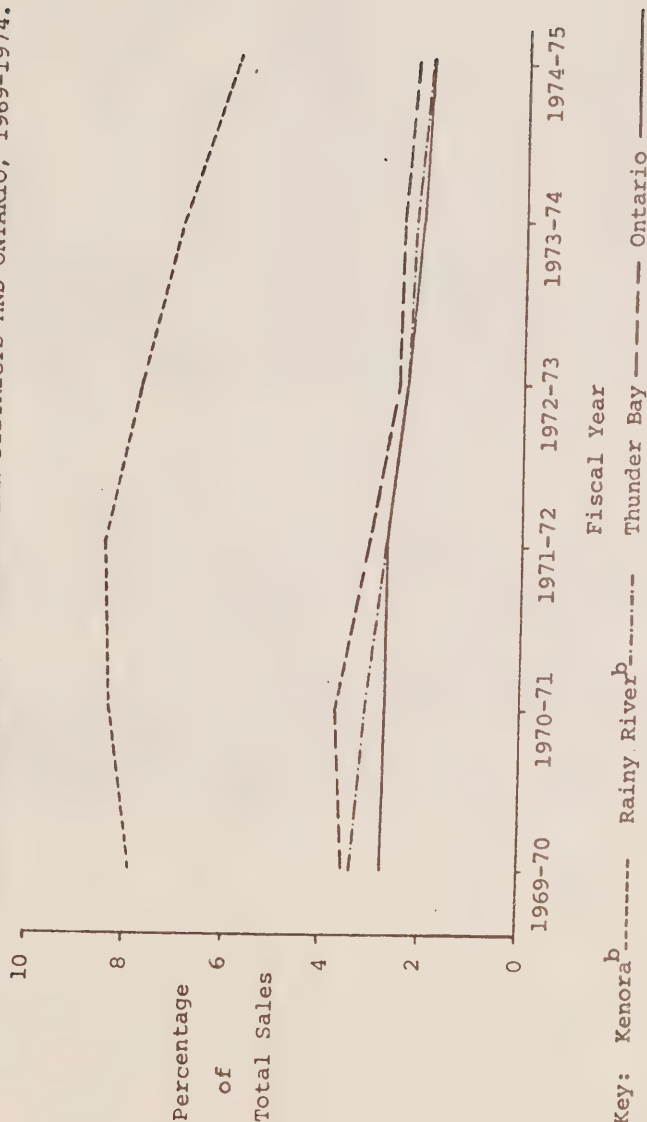


a. Data for all beverages are seasonally adjusted to compensate for tourist consumption.  
Sources: Liquor Control Board of Ontario and Brewers' Warehousing Co. Ltd., as well as the LCBO Annual Reports. Estimates were required for some sales.



FIGURE S-3

LOWEST PRICED DOMESTIC SHERRIES<sup>a</sup> AS A PROPORTION OF TOTAL SALES  
(ABSOLUTE ALCOHOL), NORTHWESTERN DISTRICTS AND ONTARIO, 1969-1974.



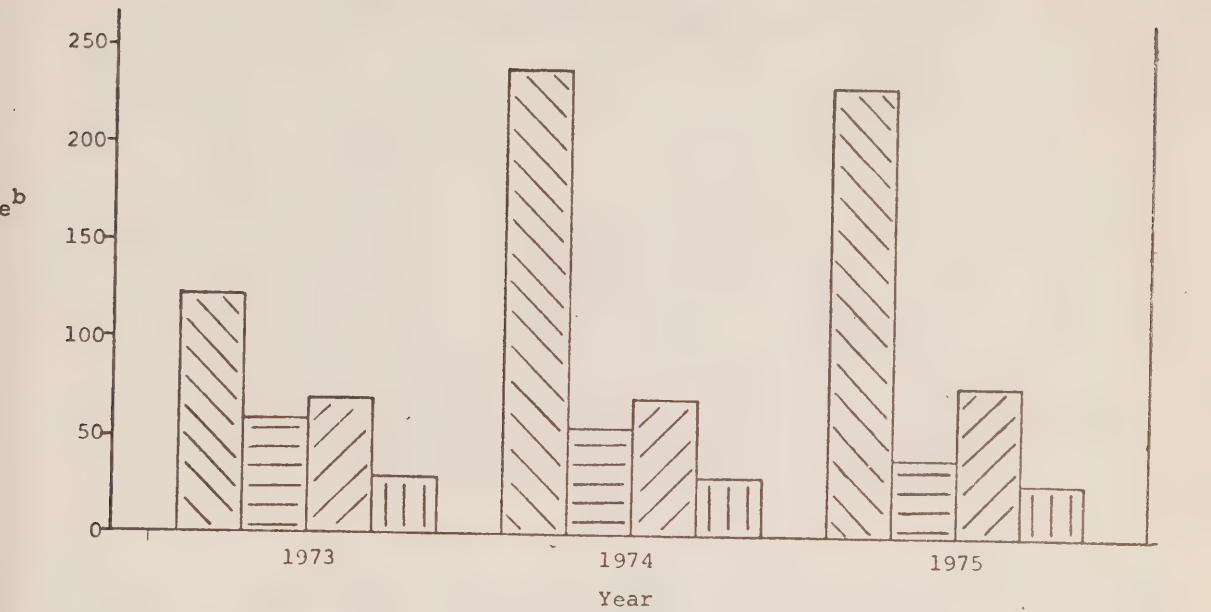
- a. For the northwestern Districts, sherries in the two lowest price categories were used, and Agency Store data were estimates; all domestic sherries were used in the Ontario calculations and sales from wine stores are estimates.
- b. Total sales were seasonally adjusted to compensate for tourist consumption.

Sources: Liquor Control Board of Ontario and Brewer's Warehousing Co. Ltd., as well as the LCBO Annual Reports. Estimates were required in some areas.  
Population data from 1966 and 1971 census and inter-census estimates, Statistics Canada.



FIGURE S-4

RATE OF LIQUOR OFFENCE CHARGES<sup>a</sup>,  
NORTHWESTERN DISTRICTS AND ONTARIO, 1973-1975



Key: Kenora  Rainy River  Thunder Bay  Ontario 

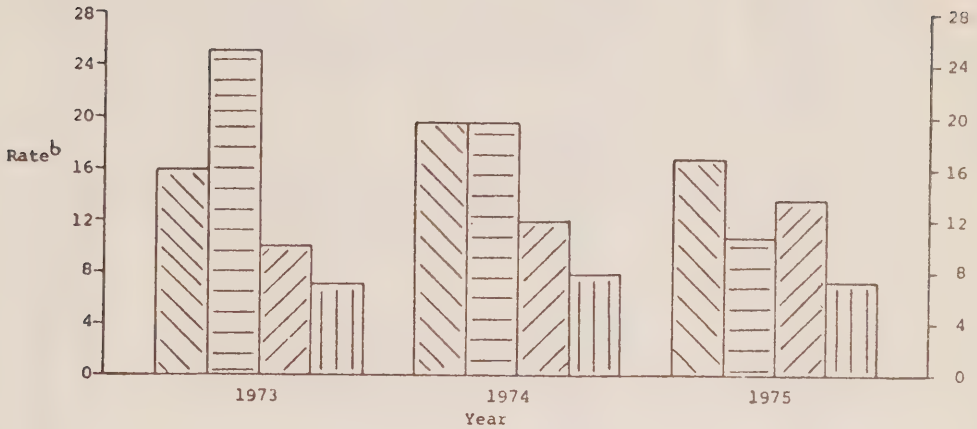
- a. Charges under the Liquor Control Act and "drinking and driving" charges combined.  
b. Per 1000 persons age 15 and older.

Sources: Planning and Research Branch, Ontario Provincial Police; Municipality police forces in northwestern Ontario; Ministry of the Attorney General, Annual Reports (1973-1975) and Provincial Court (Criminal Division), Statistical Report, Table V. 5.  
Population data are based on 1966 and 1971 census, inter-census estimates and projects for 1973-1975.



FIGURE 6-5

RATE OF DRINKING AND DRIVING CHARGES<sup>a</sup>,  
NORTHWESTERN DISTRICTS AND ONTARIO, 1973-1975



Key: Kenora  Rainy River  Thunder Bay  Ontario 

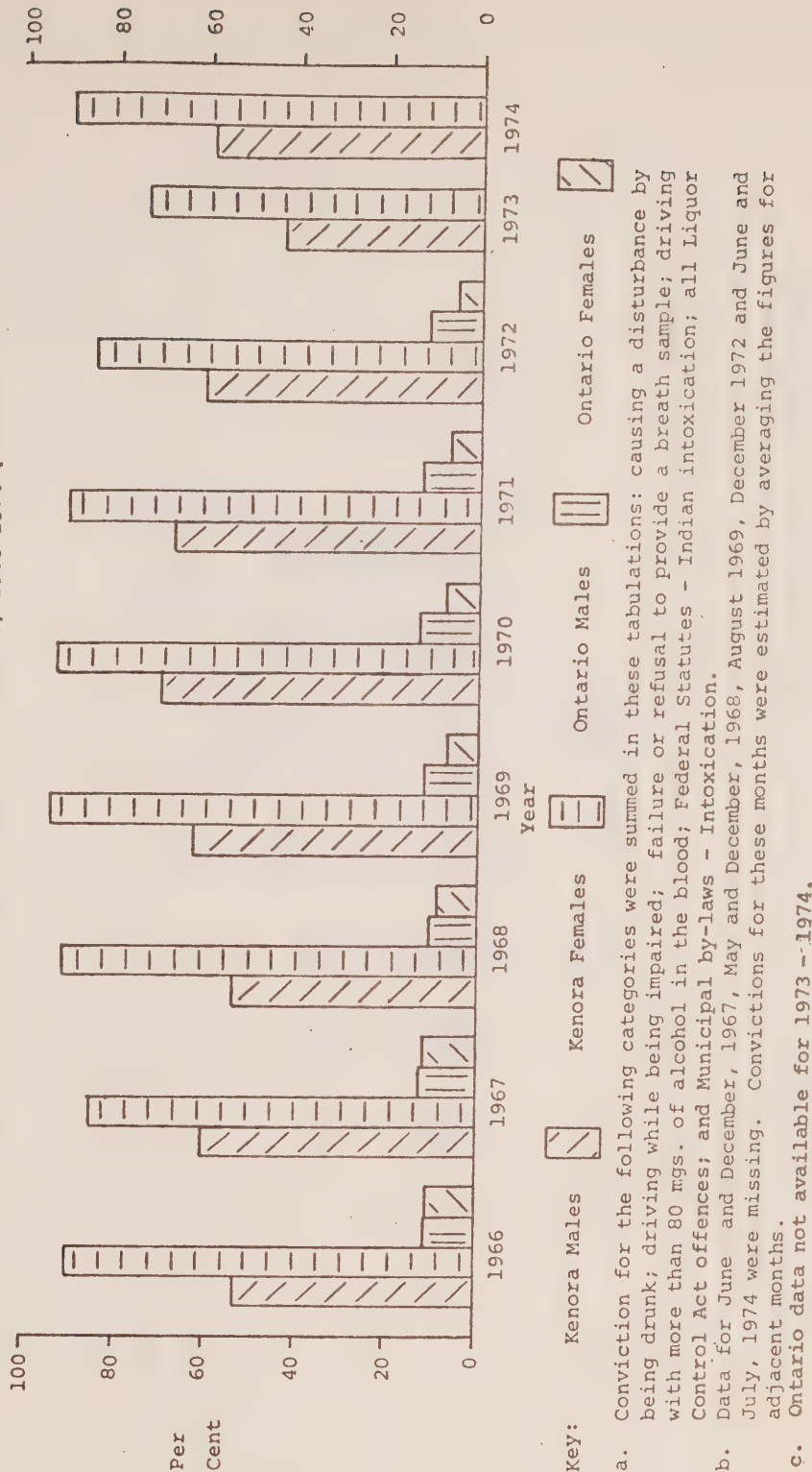
- a. Impaired driving, driving with over 80 milligrams of alcohol, and failure or refusal to provide a breath sample.  
b. Per 1000 persons age 15 and older.

Sources: Planning and Research Branch, Ontario Provincial Police; Municipal police forces in northwestern Ontario; Inter-Ministry Committee on Drinking and Driving (1974: Table A26); Ministry of the Attorney General, Annual Reports (1973-1975); and Provincial Court (Criminal Division), Statistical Report (Table V.5). Population data from 1966 and 1971 census and inter-census estimates, with projections for 1973-1975.



FIGURE S-6

LIQUOR OFFENCES<sup>a</sup> AS A PROPORTION OF TOTAL CONVICTIONS (SUMMARY CONVICTION PROCEEDINGS)  
BY SEX, KENORA DISTRICT COURT<sup>b</sup> AND ONTARIO, 1966-1974<sup>c</sup>.

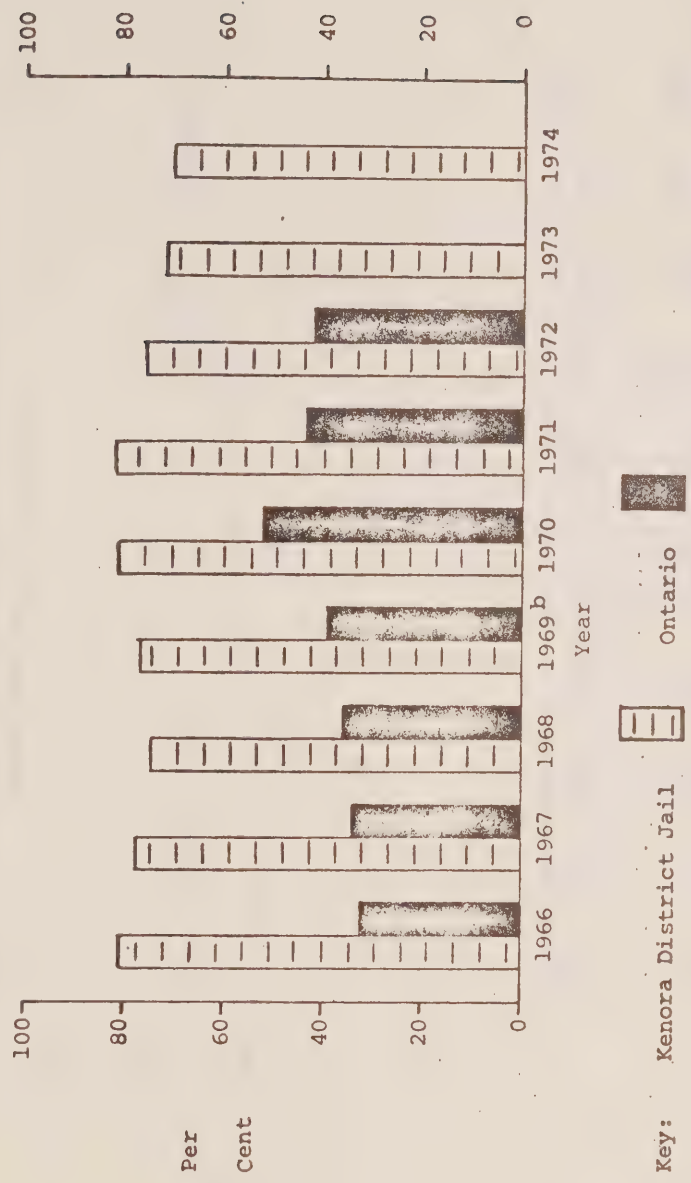


Sources: Kenora District Court, Summary Conviction Form, Monthly Reports, 1966-1974; Statistics Canada, Statistics of Criminal and Other Offences, 1966-1972 (Tables 13 and 15).



FIGURE S-7

LIQUOR OFFENCE<sup>a</sup> COMMITTEALS AS A PROPORTION OF TOTAL COMMITTEALS,  
KENORA DISTRICT JAIL AND ONTARIO TOTAL, 1966-1974<sup>b</sup>



a. All cases in the "liquor offence" category of the data from the Kenora District Jail were included; for Ontario the following offences were included: causing a disturbance by being drunk, driving while impaired, driving while intoxicated, driving with more than 80 mgs. of alcohol in the blood, failure to or refusal to provide a breath sample, Federal Statutes - Indian intoxication, Municipal By-Laws - Intoxication, and all offences under the Liquor Control Act.

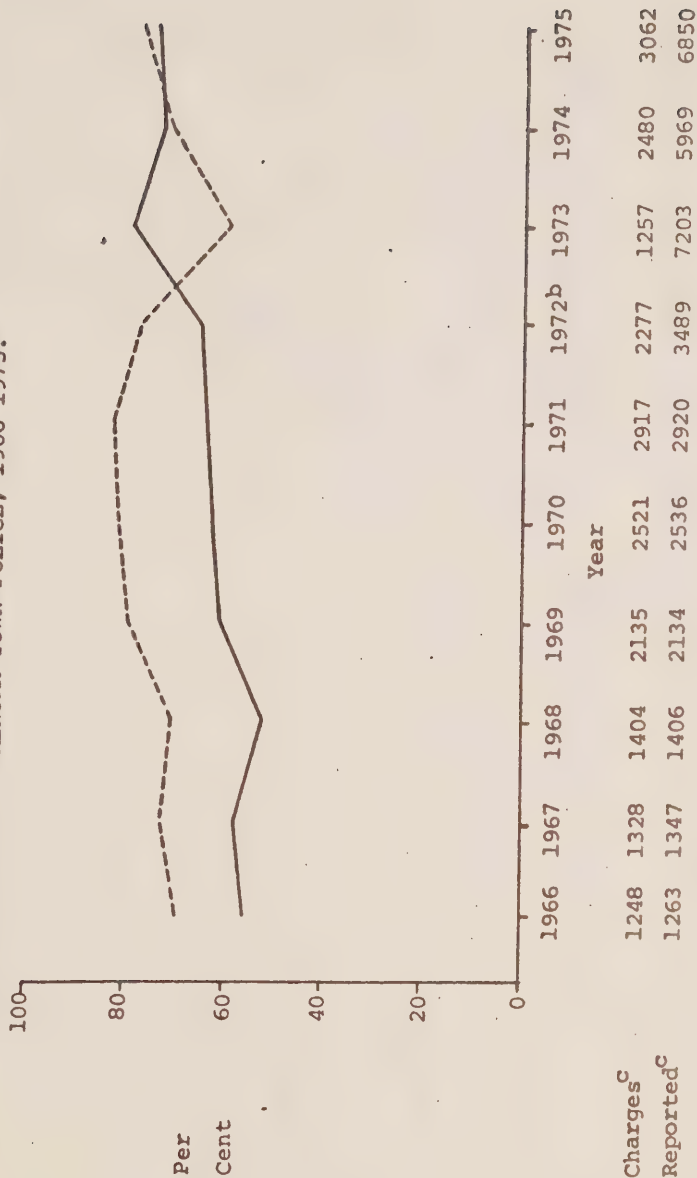
b. Liquor Offence data was missing for the Kenora District Jail for 1969, therefore the proportion was estimated by using the percentages for adjacent years.

Sources: Annual Statistical Records supplied by the Kenora District Jail, 1966-1974; Statistics Canada, Statistics of Criminal and Other Offences, 1966-1972.



FIGURE 8-8

LIQUOR OFFENCE<sup>a</sup> PROPORTION OF ALL OFFENCES, REPORTED AND CHARGED,  
KENORA TOWN POLICE, 1966-1975.



Key: Charges ----- Reported —

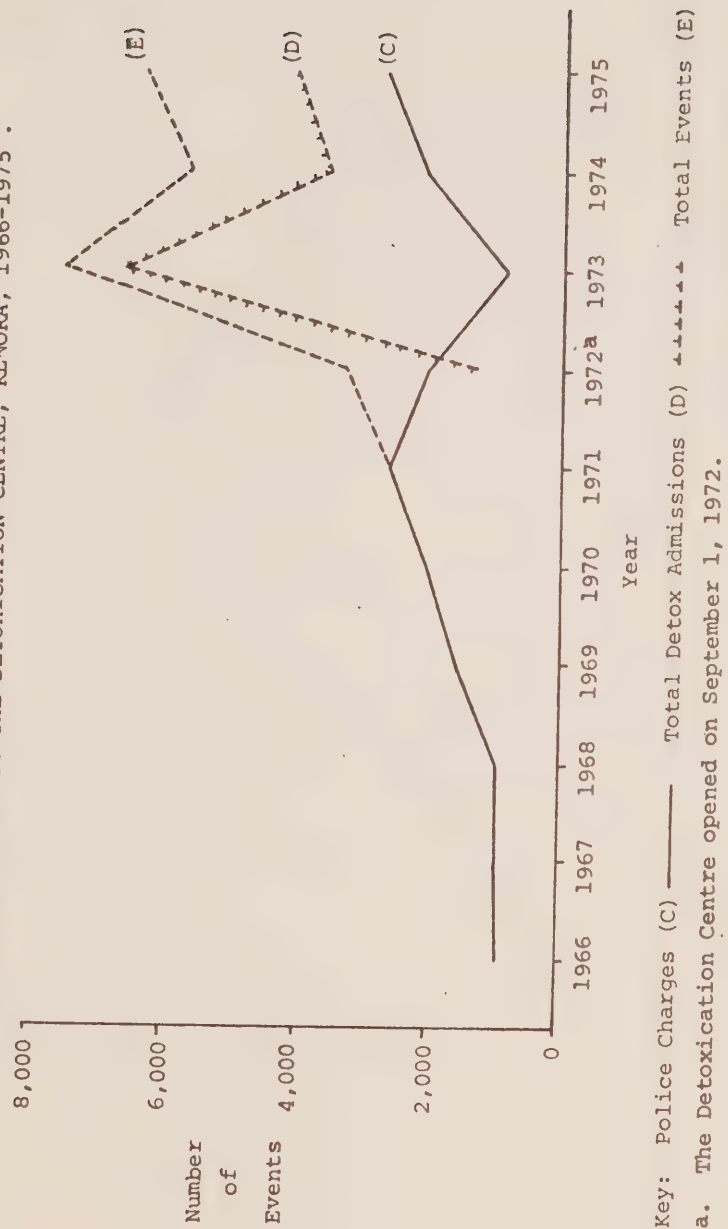
- a. Includes Liquor Control Board order, having in a public place, intoxication, minor consuming, selling of liquor, supplying minors, other ICA offences and impaired driving.
- b. The Detoxication Centre opened September 1, 1972.
- c. N refers to liquor offences.

Source: Police Department, Town of Kenora.



FIGURE S-9

NUMBER OF PUBLIC DRUNKENNESS EVENTS AS INDICATED BY ACTIVITIES OF THE KENORA TOWN POLICE AND ADMISSIONS TO THE DETOXICATION CENTRE, KENORA, 1966-1975.

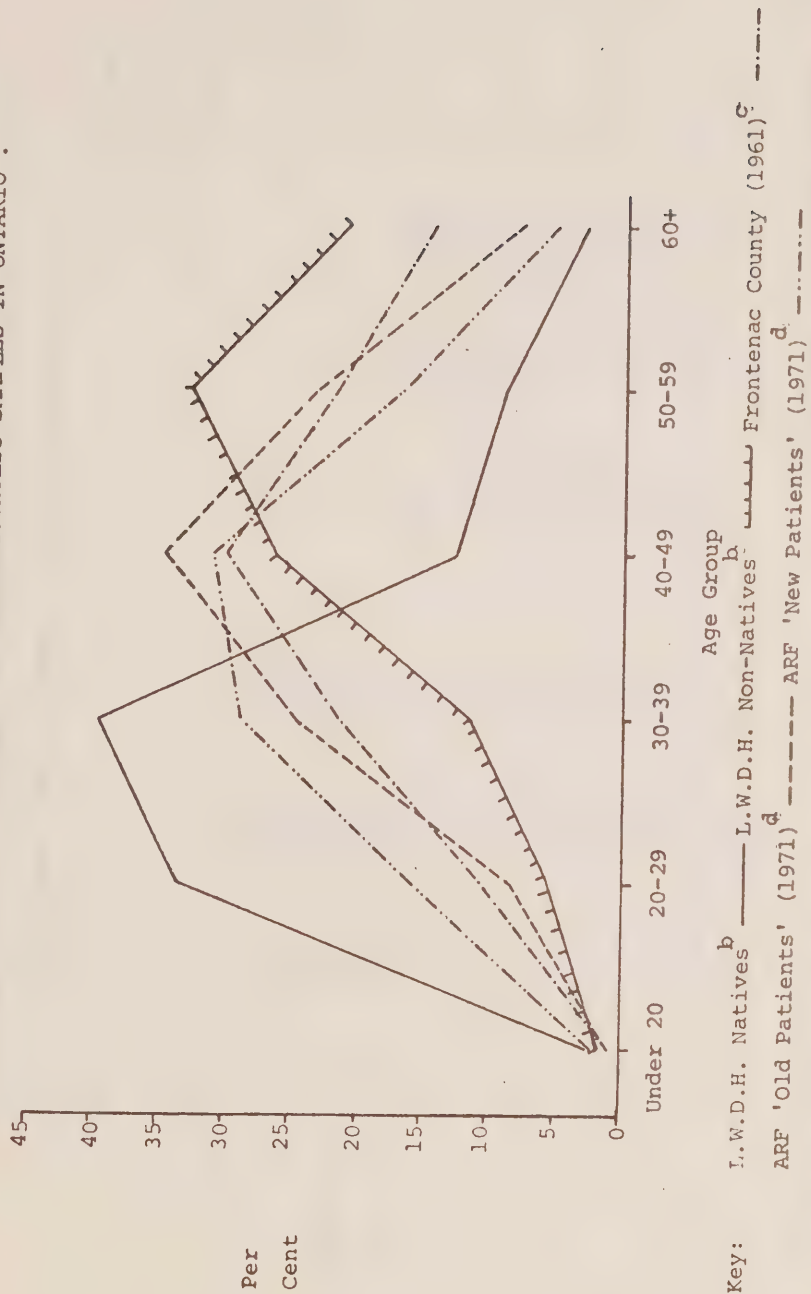


Sources: Police Department, Town of Kenora; Detoxication Centre, Kenora; and information collected in conjunction with the monitoring of the detoxication system, Evaluation Studies Department, Addiction Research Foundation (Annis, 1974).



FIGURE S-10

AGE DISTRIBUTIONS, BY RACE, OF ALCOHOLIC PATIENTS<sup>a</sup> AT THE LAKE OF THE WOODS DISTRICT HOSPITAL, 1965-1974, COMPARED TO OTHER ALCOHOLIC SAMPLES IN ONTARIO<sup>b</sup>.

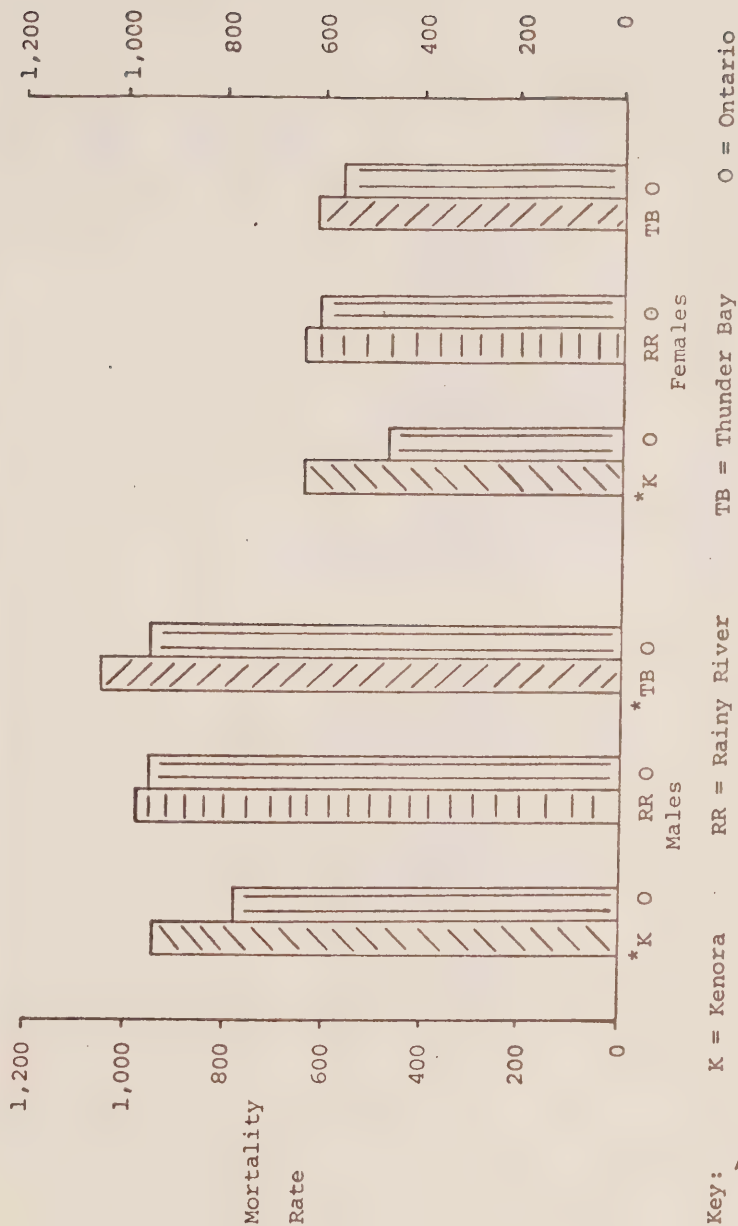


- a. Refers to different patients admitted each year, although the same person may be admitted from one year to the next.
- b. Data from the Lake of the Woods District Hospital, Kenora.
- c. Alcoholic sample from Frontenac County (see Newman, 1964).
- d. Patients at the Addiction Research Foundation, (refer to ARF, 1973b:47).



FIGURE S-11

MORTALITY RATES<sup>a</sup>, BY SEX, NORTHWESTERN DISTRICTS COMPARED TO  
AGE ADJUSTED ONTARIO RATES, 1967-1973 (COMBINED)



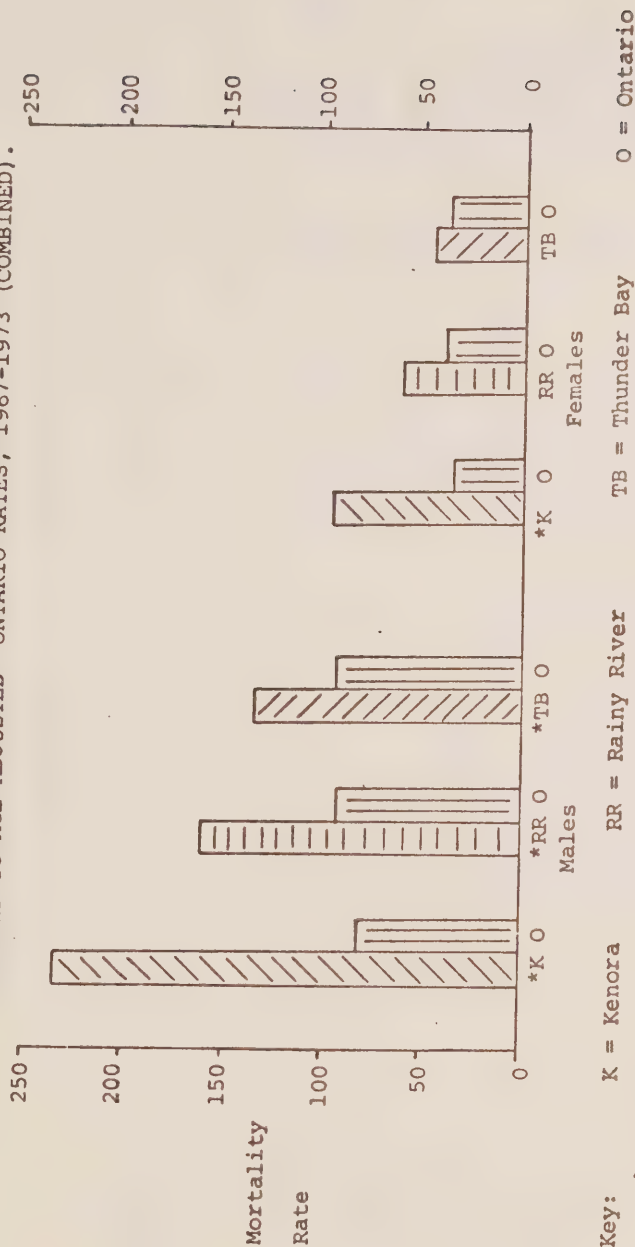
Key: K = Kenora RR = Rainy River TB = Thunder Bay O = Ontario  
\*  $Z \geq 1.96$   
a. Per 100,000 population 1967-1973.

Source: Vital Statistics, Province of Ontario, Annual Reports of the Registrar General (1967-1973).  
Population data from 1966 and 1971 census and inter-census estimates.



FIGURE S-12

MORTALITY RATES<sup>a</sup>, ACCIDENTS, POISONINGS, VIOLENCE, BY SEX, NORTHWESTERN DISTRICTS  
 COMPARED TO AGE-ADJUSTED ONTARIO RATES, 1967-1973 (COMBINED).



Source: Vital Statistics, Province of Ontario, Annual Reports of the Registrar General (1967-1973).

Population data from 1966 and 1971 census and inter-census estimates.



TABLE S-2  
ALCOHOL INVOLVED<sup>a</sup> HUMAN-DAMAGE COLLISIONS  
FOR NORTHWESTERN JURISDICTIONS AND ONTARIO, 1973

Jurisdiction <sup>b</sup>	Number Alcohol Involved Collisions	Rate per 1000 Licensed Drivers <sup>c</sup> (1973)	% of Alcohol Collisions	Rate Per 1000 County Population <sup>b</sup> (1971)
Kenora	136	7.2	28.9	3.99
Rainy River	52	4.7	31.0	2.35
Thunder Bay	357	5.5	23.9	2.67
Ontario	12,864	3.3	19.2	1.65

- a. At least one of the drivers or pedestrians involved either had been drinking or was impaired.
- b. The population bases used in this table are smaller than the District population: 64% for Kenora; 86% for Rainy River and 92% for Thunder Bay.
- c. Number of licensed drivers in the Northwest are estimates based on the number of passenger and commercial vehicles multiplied by 1.02 which was the ratio of licensed drivers to motor vehicles for Ontario in 1973.

Sources: Interministerial Committee on Drinking and Driving (1974: Tables A17 and A26), and Statistics Canada, Catalogue 53-219, Table 3.



TABLE S-3

ALCOHOLISM AND OTHER LEADING HOSPITAL DIAGNOSES IN THE NORTHWESTERN DISTRICTS  
AND ONTARIO, 1974

Code <sup>a</sup>	Diagnosis	Kenora		Rainy River		Thunder Bay		Ontario	
		Rank	Sep/1000 <sup>b</sup>	Rank	Sep/1000	Rank	Sep/1000	Rank	Sep/1000
176	Delivery Without Complication	1	18.1	2	15.6	1	12.2	1	12.2
225	Abdominal Pain, etc. <sup>c</sup>	2	12.4	1	18.6	3	7.4	2	7.7
114	Acute Upper Respiratory Except Influenza	3	11.6	3	13.2	2	7.7	6	3.7
116	Pneumonia	4	9.0	7.5 <sup>d</sup>	6.1	6	5.8	13	2.8
073	Alcoholism <sup>e</sup>	5	7.2	7.5	6.1	7	5.7	28	1.5
002	Gastroenteritis and Colitis, Food Poisoning, Specified Intestinal Infections	6	7.1	4	8.1	10	3.9	17	2.3
072	Neuroses	7	4.4	6	6.8	8.5	4.2	12	2.9
128	Teeth and Supporting Structures	8	4.2	5	7.2	X		14	2.8
147	Cholelithiasis	9	4.0	X		X		10	3.2
175	Abortion	10	3.8	X		X		7	3.8
099	Ischemic Heart Disease	X <sup>f</sup>		9.5	5.7	4	5.7	4	4.8
120	Hypertrophy of Tonsils and Adenoids	X		9.5	5.7	5	5.9	3	6.4
193	Displacement of Disc	X		X		8.5	4.2	22	1.8

a. Ontario Broad Code.

b. Hospital separations per 1,000 population in the jurisdiction.

c. Complete diagnosis listing: Abdominal Pain, Urema, Convulsions, Renal Colic, Chest Pain, Epistaxis, Symptoms, Senility and Ill-Defined Conditions.

d. Indicates tied for rank position.

e. Alcoholism is no. 303 according to the Eighth Revision of the International Classification of Diseases.

f. 'X' indicates that the rank was below 10.

Source: Data Development and Evaluation Branch, Information System Division, Ministry of Health,  
Government of Ontario (1974).



TABLE S-4

ACCIDENTAL AND VIOLENT DEATHS<sup>a</sup> AS A PERCENTAGE OF TOTAL DEATHS, SIOUX LOOKOUT  
TREATY AREA, NORTHWESTERN DISTRICTS AND ONTARIO, 1971-1974

Jurisdiction	1971		1972		1973		1974		Average	
	%	N <sup>b</sup>	%	N	%	N	%	N	%	N
Sioux Lookout Treaty Area	35.3	24	43.9	29	34.7	25	41.7	35	38.9	28
Kenora District	22.9	98	28.1	126	21.1	97	24.3	109	24.1	107
Rainy River District	5.9	17	15.5	36	12.5	28	11.5	26	11.4	27
Thunder Bay District	9.9	121	13.5	171	10.4	136	12.2	160	11.5	147
Ontario	8.9	5057	9.0	5288	8.9	5313	8.6	5217	8.9	5219

a. All deaths in category EXVII (8th Revision, ICDA).

b. N refers to number of accidental and violent deaths.

c. The area covered is from the Canadian National Railway line north to Hudson Bay, and from the Manitoba border to approximately 400 miles east. There are approximately 10,000 Treaty Indians in the area.

Sources: Goldthorpe, W.G. (1975), "Infant Health in an Outpost Area", Canadian Family Physician 21:74-78;  
Vital Statistics, Province of Ontario Annual Reports of the Registrar General, 1971-1974.



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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

UNION OF ONTARIO INDIANS

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY  
  
UNION OF ONTARIO INDIANS  
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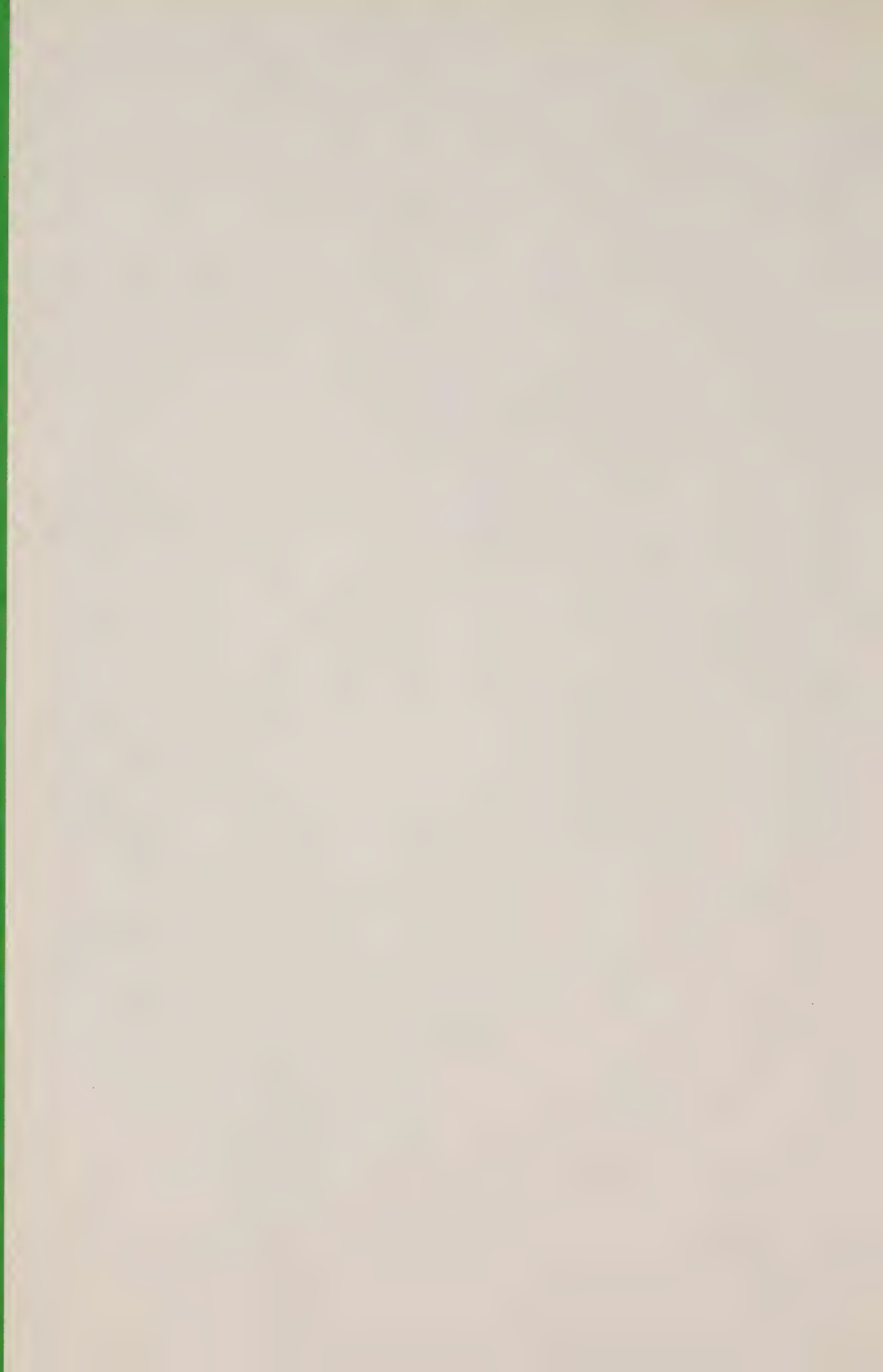
PRESENTED AT

GERALDTON

ON  
  
NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
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# THE UNION OF ONTARIO INDIANS

3028 DANFORTH AVE. 2nd FLOOR, TORONTO, ONT. M4C 1N2 PHONE: (416) 690-7070 TELEX: 06-22710

## RIGHTS & TREATY RESEARCH PROGRAM

Many of the problems and issues that face Northern Ontario, and especially the far northern part of this province, also affect the Ojibway people whose ancestors signed the Lake Superior Treaty of 1850. Whether these people live above or below the imaginary line called the 50th parallel, they share the relative isolation, the economic hardship, and the cultural differences that their neighbours to the north and northwest live with.

The Union of Ontario Indians is the organization which represents these bands in their dealings with the federal and provincial governments. It is the intention of this organization to make submissions to the Royal Commission of Inquiry on the Northern Environment on behalf of the bands that live north of Lake Superior.

The submissions of the Union of Ontario Indians, as we envisage them at this point, will be on two levels. The first level consists of an overview of the people's present situation in the communities in question, their economic, political, cultural, spiritual and financial situations, and their prospects for the future under different environmental and developmental approaches. The second level is the historical approach, the experience that over three hundred years of development have had on people who in many cases not too long ago lived in the same kind of isolation, followed the same economic and social patterns as those people the Commission is concerned with today. The experiences of the Ojibways of southern Ontario two hundred years ago, and of the Lake Huron Ojibways and Ottawas and the Algonquins of the Ottawa Valley one hundred years ago, are lessons in the interfaces of cultures and in the development of land and people that should be applied to any government's policies when it approaches a situation which in so many respects is similar.

Certain parts of the submissions we would like to make can be done by the staff of the Union of Ontario Indians today. Where the matters that we would like to work on require experts we do not have at our disposal, and people and time we do not have within the reach of our present resources, we would like to apply to the Commission for the finances to acquire those resources with.

No. 117

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Union of Ontario Indians*

this 28 day of Nov 1977

*S. G. [Signature]*



TABLE OF CONTENTS: PROPOSED GENERAL OUTLINE OF SUBMISSIONS

1. The Bands North of Superior.....
  - (a) Gull Bay
  - (b) Whitesand
  - (c) Sand Point
  - (d) Long Lake #58
  - (e) Rocky Bay
  - (f) Nipigon
  - (g) Pic Heron Bay
  - (h) Pic Mobert
  - (i) Red Rock
  - (j) Michipicoten
  - (h) Communities without band status
2. The Past, Present and Future
  - (a) Economic experiences, situation and prospects
  - (b) Social structures and social change
  - (c) The effect of changing transportation systems
  - (d) The effect of environmental change on people and communities
  - (e) The effect of major development on people and communities
  - (f) Present and projected federal and provincial policies:  
complementary or conflicting?
  - (g) Indian participation in planning and development



The Proposal for Funding under the Commission's Public  
Funding Program:

- (a) The Union of Ontario Indians is located at 3028 Danforth Ave., Toronto M4C 1N2. Its telephone number is (416) 690-7070. For the purposes of this application, persons within the organization to whom the Commission can address its communications and inquiries are Delbert Riley, the President, and Paul Williams, Director of Research.
- (b) The Union of Ontario Indians is the political representative of more than fifty bands of status Indians in the Province of Ontario. Its membership lives in the area south and west of the James Bay and Lake of the Woods watersheds.

The organization is the direct descendant of the councils of the chiefs of the Indian nations that have occupied this land from time immemorial. These councils have met on a continuous basis, and the name of their amalgamated body has changed through the years: the Union of Ontario Indians in its present form has operated since 1968. It is incorporated as an Ontario corporation without share capital.

The Union operates programs on behalf of its member bands and undertakes to represent them within the Canadian political system under the direction of the chiefs. The Board of Directors of the Union consists of three representatives from each of the four areas the organization represents (Lake Superior, Lake Huron, Southeastern Ontario, Southwestern Ontario) elected by the chiefs of those areas for two-year terms. The regional Vice-Presidents, who are members of the Board, maintain the Union's political activities in their respective areas. Each region also appoints one Senator to the Board, so that the traditional respect that the Indian people hold for the wisdom that comes with age can be given its place in the organization.

At this time, the Union's programs include one of historical and legal research, recreation, housing, education, communications, and the Indian Act revision and amendment process. Programs are about to be established in community development, economic development, alcohol and drug abuse and training.

The Union's most recent financial statement is attached.



(c) The research will be confined to those bands north of Lake Superior, and for the most part will deal with those which are isolated today or have been isolated for some time. It is difficult at this time to state specifically what approach is to be employed in the research that will be necessary to develop the Union's submissions to the Commission; however, it is likely that the process will work in the following manner.

- (1) For that part of the work which is historical in nature, the resources of the Union's research staff will be used, though that part of the study may be undertaken by a person hired for that purpose and trained and supervised by the Union research program. The purpose of the historical approach will be to demonstrate the experience of the Ojibway people in that area over the past one hundred and fifty years of contact and development, and to show the general developmental trends in that area during that time, with a view to comparing the land that was considered the northern frontier a short time ago, and what has happened to that land and its people, to what is to come for the land further north today and tomorrow.

The funding for the historical part of the program, then, will be used in part to hire, train, and maintain a person to undertake this work, and in part to pay for the time that the Union's research program will spend on this project (for which it will not receive funding from the sources it now gets its operating budget from).

- (2) For that part of the work that deals with the communities' present economic, social and physical makeups, we hope to be able to attach the Northern Inquiry people to the program of community development that the Union wishes to establish. The community development workers would be closest to the communities themselves, and the Northern Inquiry team would work directly with those people. If the Union does not establish a Community Development program, specific people will have to be designated in each community to act as the eyes and ears of the team.



- (3) The economic and environmental aspects of the group that will be preparing submissions to the Northern Inquiry will maintain liaison with the rest of the Union staff in the sense that the people hired for that purpose will work with the existing structures, but we recognize that the core of our submissions will fall into these categories and that they will involve expertise that we do not have available at this time.

Therefore, to provide direction for the group, we hope to engage the services of an economic development expert and an environmental expert.

- (4) The Northern Inquiry group will probably require the services of one secretary, and will also require some office space and office equipment. At this time it is not clear to us whether the team's headquarters should be in Toronto with the bulk of the Union's staff, or in Thunder Bay, with access to the northern communities.
- (5) We expect that the facilities of the Department of Indian Affairs and Northern Development and the facilities of the National Indian Brotherhood will be made available to us, so that we can take advantage of the expertise and experience that the personnel of those bodies.
- (6) While this approach may appear scattered in some ways, in fact we hope that the Northern Inquiry people will act as a coherent group, making proper and maximum use of the existing facilities of both the Union and other groups, and operating as much as possible within the communities that will be the subject of the studies.

What the goal of the study will be may in part be determined by what our workers find in their preliminary visits to the bands in the area. At this time, as stated above, it is to contribute to the Commission information about the Ojibway communities that lie north of Lake Superior and south of the Treaty Nine line, their history, their present circumstances, economic, social, and environmental, and their needs and desires for the future.



The reports that will be prepared will reflect the findings of the team in all aspects of life in those communities, including the effects of past and future development and of cultural as well as social and economic change.

- (d) We estimate that the project will fall into three phases. The first will be the preparatory phase, in which the team will gather preliminary data, assess basic needs, and set up its operations. This phase may last two to three months. The second phase is that of operations. While one part of the group performs its functions in the communities, the other will be gathering and evaluating data from all other sources, including the existing plans and the historic documents on those areas. Throughout this phase, which we foresee will take from one year to eighteen months, all team members will meet regularly to exchange information and ideas. The last part of the project will involve the actual drafting and presentation of the submissions to the Commission, and the winding up of the project. It is difficult to state how long this will take, since we do not yet know the extent of the data that will be collected. We can assume, however, that the time frame for this phase will be from four to six months.

Funding for the preparatory phase is required as soon as possible; funds for the other parts of the project will be needed as each previous phase ends.

- (e) As mentioned above, the Union's other programs and resources will be made fully available to the Northern Inquiry team. This includes historical, economic, housing, criminal, socio-economic and audio-visual data, personnel, equipment and experience. The Union does not have money set aside for this project out of its own funds, which are strictly monitored and used for the purposes for which they are allotted.
- (f) The accounting procedures followed for this project will be the same as those required by the Government of Canada from the Union for its programs: audited financial statements and a full-time bookkeeper. The project will have its own bank account and the usual safeguards with respect to signing authority and accounting for travel, time and other expenditures.
- (g) It is difficult to indicate at this time the exact number of full-time paid employees that the program will require. The following, therefore, is only an estimate.



7.

Personnel:

- (1) Director
- (2) Assistant Director
- (3) Secretary
- (4) Fieldworkers (Three)
- (5) Consultants in various fields, especially during the initial phases, which will involve training.

In this type of project, the qualifications of the people being hired often become subordinate to the availability of the people that can do the basic jobs.

Very often Indian organizations are forced to hire under-trained or underqualified staff because the money that they receive for the operation of their programs is simply insufficient. This creates a cycle in which the organization's credibility is affected by the relatively poor quality of the work that the staff produces, thus reducing the amount of money that the organization receives to continue its work.

In this project, we want to ensure that the people that do this work are fully qualified and fully trained; that they are the best people possible for the job. The future of many of these communities depends on their ability to develop the strength and unity to communicate the needs and desires they have to shape their futures in their statements to the Commission, and we feel this is not a matter which we can afford to have under-capitalized and under-budgeted. We have learned the hard way that accepting inadequate funding and presenting second-class briefs and information is actually more of a disservice to the people than maintaining a fair distance from such proceedings. Full participation in decision-making processes is better than none at all, but in many cases no participation is better than participation that is either less than competent or less than full.



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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT  
BY

FATHER BRIAN TIFFIN

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



00149

File Number

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Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

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292 ARTHUR STREET  
THUNDER BAY  
ONTARIO

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
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ST. ANDREWS RECTORY  
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THUNDER BAY  
ONTARIO

After studying many possible sources of employment, I believe that logging is the best source of employment for Gull Bay and native communities of its kind. Credit for this operation goes to Chief Tim Esquega and the Band Council, Mr. Pat Nawagesic, the strip logging boss, and Mr. John Blair, Professor of Forestry at Lakehead University. Also to Indian Affairs for the initial funding of \$32,000.00 to the Gull Bay Corporation to get the operation started. Credit also goes to Mr. F. Hedley and Northern Wood Preservers (Abitibi) which was the only logging company to show interest in this operation and was willing to give the people of Gull Bay a chance to prove themselves.

The problem in the North as far as the native people go is that all the forest areas are under licence to the large companies, (some of which have a (very) derogatory attitude towards the native people). Intelligent and responsible leadership at Gull Bay under Chief Esquega combined with the expertise of Professor Blair were necessary ingredients for the successful operation at Gull Bay. Chief Esquega and the Band Council directed the operation, professor Blair advised and worked with the native leaders. This operation has been successful for 3 years now and I believe is worthy as a model for use in other native communities. I believe it is successful because native and non-native worked together in harmony; the native people running their operation, the white people supplying the necessary organization and expertise (and dedication in Professor Blair's case). 15 men full time. A legal entity. Machines supplied by the buyer. Paid piece work.

Another equally important advance in the history of Gull Bay has been the success of the alcohol program there. Up till the hiring of an alcohol counsellor for Gull Bay and Armstrong there seemed to be little hope as far as improving the alcohol problem there. The forming of the Native Alcoholism Board along with the grant of \$25,000.00 from the Indian Communities Branch (Ontario government) enabled us to hire Mr. Paul Legarde as alcohol counsellor. A most necessary ingredient was the dedication and cooperation of Mr. John Egan of the Smith Clinic in Thunder Bay who agreed to accept any person that Mr. Legarde would bring to the Clinic. Weekly A.A. meetings run by the counsellor, along with his willingness to drive anyone into Thunder Bay who seriously wished to take treatment has resulted in a complete change in Gull Bay. Since the



program started over a year ago 14 people from Gull Bay have successfully completed the 4 week treatment program at the Smith Clinic. 6 Gull Bay people are attending the Clinic right now. The aim of the Clinic is to give the person a way of life without alcohol - the A.A. way of life. It has been highly successful. The first two men to complete the program have completed a year of sobriety, two other women have completed six months. So now there is a strong non-drinking community at Gull Bay. Five others have given up drinking on their own for over four months, one of whom has spent years in prison due to crimes committed under the influence of alcohol. Nearly every crime in Gull Bay is committed when under the influence of alcohol. Two men from Gull Bay recently convicted of serious crimes have asked for and are going through the Smith Clinic program.

(I would like to thank you for your support of this program from the beginning, and) I hope that the government will continue to support such programs, and will support its beginning in other native communities. I know that many people on the Longlac Reserve would like to have such a program. Again I feel that it was the cooperation of Tim Esquega, Paul Legarde, and John Egan that resulted in the success of this program in Gull Bay, again natives and whites working together.

(The Lakehead Psychiatric Hospital also has an alcohol unit which has helped a number of people from Gull Bay. Unfortunately they have now lost five beds from their alcohol unit due to the recent economy drive. Both alcohol units in Thunder Bay have waiting lists, and it is a shame to see their work curtailed by economy drives that will cost the government more money in the long run.) Alcoholism unchecked will result in much higher government expense to maintain criminal courts and legal aid, to finance Children's Aid and foster homes, to pay welfare to the alcoholic's family.

The establishment of a native police department at Gull Bay has been very successful. What a difference in the number of violent crimes and vandalisms from four years ago. (Again you worked hard to remedy that situation and it bore fruit.) The Gull Bay Police project is a pilot project supported by the Department of Indian Affairs. (OPP Superintendent R.L. Bender has organized meetings between the Chiefs and the local police and these have been good things. The OPP Corporal at Armstrong, Corporal Caraher, is an extraordinary man with a fine understanding of how to deal with native people. I believe the yearly



budget is \$80,000. This possibly could be pared, but an adequate budget is still needed to pay and equip at least two full time policemen. The native policeman that they brought in from the outside has done a fine job (considering the difficult situation he had to face.) Crime still occurs at Gull Bay, but now it is the exception rather than the rule. Native people tend to respect an outsider rather than a local man.

Our efforts to get adequate police protection at Savant Lake has not yet succeeded. All they still get there is an OPP patrol about once every 3 weeks. As a result, violence among the native people (due to alcohol) is a common event there. What is needed there is a resident Constable (preferably full time).

The state of education still leaves much to be desired. Too often young teachers come in who are not ready for the difficulties of teaching, unsupervised, in an isolated community. What are needed are experienced, stable, dedicated teachers. The only way I can see to get them is to go after them, appeal to their dedication, and induce them to come to isolated communities with good salaries. During my six and a half years in the North not one native young person graduated from high school. Nearly all of them quit school at Grade 9. By the time they went to school in Thunder Bay for Grade 9, many of them were hopelessly behind. (I realise it is difficult to get experienced teachers, teachers who will stay the full year, to go to isolated communities or Reserves, but I believe it can be done more often if the effort is made.)

Concerning the alcohol counselling program at Gull Bay and Armstrong, here the death statistics during my stay in the area - in Gull Bay from 1970 to 1975 we had 17 deaths, 7 died violently due to alcohol, 8 were natural deaths, 2 babies died. In Armstrong from 1972 to 1975, we had 16 deaths among the native people, 13 died violently due to alcohol from fires, trains, suffocating, manslaughter and exposure. 3 babies died. There were no natural deaths among the native people during my stay at Armstrong.

Concerning (welfare assistance and) unemployment insurance I feel that in general they do more harm than good. (People ask why walk 30 miles along a trapline when you can draw the same income by filling out a piece of paper and sending it to the welfare or unemployment insurance office.) People sit around idly, bored, waiting for their next cheque to come in, and so drift into alcoholism and family break-up.



Concerning Domtar coming to Armstrong, I think it was the greatest thing that ever happened to Armstrong while I was there. (Again thanks to you for your help in bringing this about.) People now have jobs if they want them.

Concerning roads, (the road from Armstrong to Thunder Bay is good and hardly needs improvement except in a few parts. Again thanks to you for pushing the much needed improvements that occurred over the last three years.) I would like to see a road from Sioux Lookout to Longlac which would open up the North, and also enable people in places like Allanwater Bridge, Collins, and Ferland to drive out for food and to visit their children going to school in Thunder Bay. It would also give outside services access to these isolated communities.

Concerning health, the system of doctors taking 2 to 3 week shifts at Armstrong has worked very well. The doctor visits Gull Bay weekly and is assisted by the community health worker there.

To conclude, I feel real progress has been made, especially at Gull Bay. I am happy for any help I have been to the Band leaders and to yourself in bringing this about.

For the next five months I will be taking renewal courses. I hope to stay in Thunder Bay area but am willing to go anywhere. If I stay in the Thunder Bay area I hope we will keep in touch and work together in the future. If you wish to use any of the above information publicly go right ahead.

With best wishes.

Yours sincerely,

Brian Tiffin, S.J.



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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT  
BY

MR. GEORGE T. MAREK

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

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PRESENTED AT

GERALDTON, ONTARIO  
ON  
NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
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*George Marek*

this 28 day of Nov 1977

*Ag...*BRIEF TO HARTT COMMISSION

BY: George T. Marek, R.P.F., Box 128, Beardmore, Ontario.

Mister Justice Hartt, Members of your Commission:

To introduce myself - I am a Registered Professional Forester, who has lived and worked in Northern Ontario for the past twenty-eight years. I do indeed wish to have a say in the future of Northern Ontario, and also speak on behalf of the Northern Forest, which has no votes and few other spokesmen.

Sir, it is becoming more and more obvious to me that the management of our Northern Forest lands is being taken for granted. In fact, the whole science and art of forestry itself are largely ignored, and some of the basic principles disregarded. Of course, it may be pointed out that this is nothing new, either in this country or elsewhere, but has been part of tradition and history. The forests in many other countries have been taken for granted, and consequently mis-managed and devastated. This was commonly done in the name of just and urgent causes. In turn, valuable lessons could have been learned - but were they?

In Northern Ontario we are again following this pattern. Past and present forestry practices are showing not only a lack of knowledge and wisdom in general on the part of those responsible for the management of this precious resource, but also a lack of understanding on the part of society - Northern citizens themselves. This unfortunate state of affairs is primarily due to the traditional thinking and professional attitudes and philosophies which serve to show clearly the emphasis on the short term rather than long term considerations. This helped to perpetuate the myth of the never-ending riches of our forest lands. Much time and effort has been spent in extracting the timber wealth; very little effort and attention has been given to the maintenance and productivity of the total forest systems. Since logging and lumbering began in the North country, we have been reaping a harvest from Nature's



hand, among virgin stands of timber. The realization that we have reached the final tracts of virgin timber, and that this is now on the verge of exploitation, speaks by itself very eloquently of the kind of husbandry we have accepted.

The very existence of this Commission suggests a realization that the North is in serious trouble. One of the main causes is the colonial attitude to resources of "Extract and Run". Another is the often-expressed opinion by civil servants at various levels that any one who voluntarily lives and works in the North is somehow "crazy". One of the main victims of these approaches has been the Northern Forest. I find incredible the degree with which we have tolerated the treatment of our forest lands. Is the public really aware of the importance and meaning of forests? Or has the urbanization of all our minds and thinking confused our concept of man's place in the whole community of living things?

The situation becomes more complicated as forestry logging operations are forced to reach out further and further into the North, affecting the fragile sites of the Boreal Forest. This part of our Province is unlike other parts of the North American continent, but is blessed - or cursed - with the presence of surfacing granite bed rock, lack of soil, large areas of poorly-drained peat-lands, and unique climatic environment. This gives the forest sites and their forest ecosystems special meaning with their built-in fragility and resilience. It is regrettable that in the past very little attention was given to such systems, and our knowledge of them and their workings is very limited. With the current preoccupation with the extraction of timber, and the administration thereof, this neglect is probably inevitable.

One of the forest systems which has often suffered severe damage through man's logging activities is Black Spruce. Black Spruce is unique in its dependence on inherent balances of the total ecosystem. From these, the hydrological balance in the humus layer over the bed rock, or the organic layer, is the most significant. Black Spruce has difficulty in adjusting to man-made changes in ecosystem environment.



Since the "Reed Controversy" surfaced, much has been said about regeneration, particularly of our Northern Spruce forest. Many statements have been made by laymen and professionals alike on matters of the pure science of forestry, which do not make much sense. Generally speaking, the planting of a new tree to replace one that has been cut, has become part of standard reforestation practice in the Southern regions of Ontario. While these ventures may or may not prove successful in the South, the wholesale application of this solution should - and indeed must - be questioned when one considers our forests north of the 50th Parallel.

It is not the purpose of this brief to document in scientific terms the dangers of such an approach in regenerating the forest in this area. However, may I suggest to you, Mr. Justice, that nothing could be further from the truth, more mis-leading to the general public, more damaging to forestry practice and the forest itself, than the suggestion that the application of such simplistic reforestation methods will suffice on sites which do not qualify for them.

It is my belief, which could perhaps be proved, that more trees have been planted under my supervision than by anyone else in Ontario. The results of these planting efforts are not generally applicable for forest lands north of the 50th Parallel. It must be kept in mind, Mr. Justice, that tree planting is basically an agricultural approach, and that in order to succeed, the use of pesticides, herbicides, fertilizers and other agricultural means is absolutely essential in maintaining productivity. The Northern fragile ecosystems cannot, and therefore should not, be manipulated in this way.

In conclusion, Sir, may I suggest that the cutting down of timber in our Northland is a challenge in itself. It seems that for one reason or another, we dare to do so, or have to do so, in order to feed our hungry mills. In retrospect, it could be pointed out that we could have had a second growth available for cutting closer to the mill ... but ....



4.

if regeneration of the old cut-overs is a problem, what about regenerating the area north of the 50th Parallel? To me, this will surely provide more questions than answers at the present time.

G.T.M:mk

November 15, 1977



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THE NORTHERN ENVIRONMENT  
BY

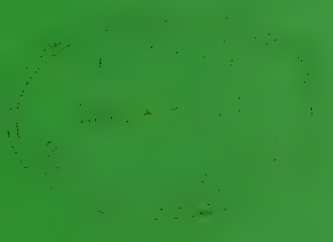
The Faculty Of Environmental Studies  
York University

Polar Gas Case Study  
Group

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT  
THE HON. MR. JUSTICE E. P. HARTT  
COMMISSIONER



## SUBMISSION TO

THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

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November 28, 1977

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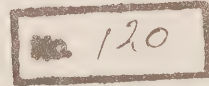
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4700 KEELE STREET, DOWNSVIEW, ONTARIO, CANADA

THE POLAR GAS PIPELINE IN ONTARIO

Royal Commission on the  
Northern Environment

This exhibit is produced by

*York Environmental Studies*

this 28 day of Nov. 1977

*S. J. J. J.*

Prepared by:

J.E. Macpherson

J.G. Thompson

Polar Gas Case Study Group

Presented at the Royal Commission on the Northern Environment,

Preliminary Hearings,

Geraldton, Ontario,

November 28, 1977.



## Preface

The Polar Gas Case Study Group, established in the fall of 1975, has operated in conjunction with various course studies, and workshop projects at the Faculty of Environmental Studies, York University. The study group was formed both in anticipation of an application for pipeline construction by Polar Gas, and in recognition of a need for information on the corporate, environmental and public policy aspects of the proposal.

This paper, prepared with the financial support of the Royal Commission on the Northern Environment, addresses itself to the Polar Gas proposal in Ontario. It is anticipated that an examination of the assessment and review framework will assist the Commission in determining the direction and timing of inquiries regarding the Polar Gas pipeline.

In addition to assistance provided by members of the Royal Commission, the authors would also like to acknowledge the support and co-operation of Prof. Grahame Beakhust, Prof. Douglas Pimlott, the Canadian Association in Support of Native People, Treaty Number 9, and Project North.



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## Introduction

Polar Gas, a consortium of industry and government interests will soon be applying to the federal government for permission to construct a 42 inch diameter natural gas pipeline from the Arctic Islands to markets in the south. The prime route which is 2,300 miles in length, links the natural gas fields of Melville and Ellef Rignes Islands with the Trans Canada pipeline system at Longlac in Ontario.

Currently in northern Ontario, massive timber harvesting, large scale water diversion and increased mining activities, together with the Polar Gas project represent a tremendous cumulative force affecting both the natural environment and the people.

The provincial governments' responsibility under the Environmental Assessment Act 1977 is to provide for protection, conservation and management of the environment. In recognition of the significant effects of major development, the government appointed a commission of inquiry into the northern environment July 13, 1977. Mr. Justice Patrick Hartt, commissioner, has been directed in part:

to inquire into any beneficial and adverse effects on the environment... for the people of Ontario of any public or private enterprise, which, in the opinion of the commission, is a major enterprise north or generally north of the 50th parallel of north latitude, such as those related to harvesting, supply and use of timber resources, mining, milling, smelting, oil and gas extraction, hydro-electric development, nuclear power development, water use, tourism, recreation, transportation, communications or pipelines,

to inquire into methods that should be used in the future to assess, evaluate and make decisions concerning the effects on the environment of such major enterprises,

to investigate the feasibility and desirability of alternative undertakings north or generally north of the 50th parallel of north latitude, for the benefit of the environment ....

(Order in Council 1900/77 July 13, 1977)



## Chapter 1

WHY IT IS NECESSARY THAT THE ROYAL COMMISSION  
EXAMINE POLAR GAS

There are a number of reasons why the Commission must examine Polar Gas in addition to the fact that the mandate of the Royal Commission on the Northern Environment requires that the beneficial or adverse effects on the environment of major enterprises including pipelines be examined. The mandate of the Commission also directs it to inquire into assessment and decision making methods to be used to review environmental effects of major developments. The Commission is invited to design alternative methods for project assessment. Polar Gas should be examined within the framework of any model or process that emerges.

Furthermore the Commission is compelled to examine the project because some eleven native communities in Northern Ontario will be affected by the development. Native People and Treaty Number 9 have demonstrated a concern about the project and indicated that it is their desire that the Commission include the Polar Gas pipeline within the scope of examination. It is also important that Polar Gas be examined in order to ensure that those to be affected by the development are provided with an opportunity to scrutinize and challenge the project.

The fact that the Commission is directed to consider the impacts of major developments in Northern Ontario indicates that Polar Gas will be examined in concert with other developments which contribute to cumulative impacts on the land and people. The Commission is in the unique position of being able to view separate development projects in concert with and not in isolation from development issues.



It is imperative that the Commission subject the Polar Gas project to a thorough evaluation as existing regulatory structures instituted for this purpose are seen to be inadequate.



Chapter II      THE PRESENT POLAR GAS ASSESSMENT AND REVIEW FRAMEWORK

Polar Gas will require two separate permits from the National Energy Board (NEB) in order to construct a northern pipeline: a certificate of public convenience and necessity and, an export permit. (See chart on p.4) Applications for both permits are generally heard simultaneously. The entire project proposal (including gas production facilities in the arctic islands and the pipeline transmission system through Manitoba and Ontario) has also been submitted by the Department of Indian and Northern Affairs (DINA) and the Department of Energy Mines and Resources (DEMR) for review and approval by the Federal Environmental Review Office (FERO) of the Department of Environment (DOE). In addition, Polar Gas must also receive a right of way permit for land use north of 60, which is issued by DINA.

There are a number of shortfalls to the examination process. Perhaps the most profound inadequacy is that the NEB does not conduct an extensive examination of all energy options for the North or for Canada when reviewing applications. For instance the Polar Gas project was not, and will not be viewed in concert with a western arctic pipeline. At present it does not seem likely that Polar Gas will be examined against Liquefied Natural Gas (LNG) Tanker proposals. It has been suggested that if the Polar Gas pipeline is approved in the near future, the economics of pipeline construction and financing will result in the export of major gas "surpluses" to the U.S.A. This speculation emphasizes the need for an integrated approach to energy supply planning. The NEB has also been criticized by studies which indicate that since the NEB has no independent ability to gather data, it has tended to rely in the past on information provided by industry. (Keith, et.al. p.10.)



# POLAR GAS PIPELINE APPLICATION AND REVIEW PROCESSES

## Federal National Energy Board (NEB Pro- cess)

Polar Gas submits application to NEB for a permit to construct the pipeline<sup>1</sup> and a permit to export gas to the U.S.A.

FORMAL HEARINGS are held to examine pipeline application. Public interest groups (including native groups) must obtain permission to participate. Funding is not provided.

Preparation of report by NEB and reasons for decision.

Submitted to Minister of Energy, Mines & Resources.<sup>2</sup>

## Federal Environmental Assessment & Review Process (EARP)

Polar Gas project referred to EARP for review.

Guidelines for Polar Gas Environmental Impact Statement prepared & issued.

FORMAL HEARINGS are held before an Environmental Assessment Panel. Public interest groups may submit & present testimony. No funding is provided for participants.

Preparation of Panel evaluation and recommendations.

Submitted to Minister of Fisheries & Environment + Minister of Indian & Northern Affairs, + Minister of Energy Mines & Resources.<sup>2</sup>

## Federal Possible "Mini-Berger" Inquiry?

Polar Gas applies to the Department of Indian and Northern Affairs for a permit to use N.W.T. land for the pipeline.

If public pressure is strong the government may establish a "Mini-Berger" Inquiry to review the socio-economic impacts North of 60.<sup>3</sup>

FORMAL & COMMUNITY HEARINGS could be held in which discretionary funding may be provided for participants and to aid in their research.

Preparation of Inquiry findings and recommendations.

Submitted to Minister of Indian & Northern Affairs.<sup>2</sup>

## Provincial Hartt Inquiry

Inquiry established by Ontario Cabinet to examine social, environmental, economic & cultural impact of development in Northern Ontario, including pipelines.<sup>4</sup>

FORMAL & COMMUNITY HEARINGS will be held before Judge Hartt. Discretionary funding for participants & research will be provided.

Preparation of inquiry findings and recommendations.

Submitted to Minister of Environment, Ontario.

ONTARIO CABINET  
(3 year period ?)

INPUT TO CABINET FOR FINAL  
DECISION<sup>2</sup> (3 year period?)

1. A certificate of public convenience & necessity.

2. It is likely (although not mandatory) that the decision to construct a Polar Gas pipeline would be made at the Cabinet level. For instance the EARP requires that if the Ministers concerned reach agreement the matter need not proceed further. Nevertheless, it is likely that decisions and recommendations of the NEB, EARP and "Mini-Berger" Inquiry would be submitted to Cabinet as a memorandum by the appropriate Ministers.

3. The Government is under no legal obligation to establish an inquiry of this nature. The inquiry would probably be restricted to reviewing only socio-economic impact North of 60.

4. The extent to which Hartt may exercise his mandate may very well depend on the extent of public interest. Once the Polar Gas application is filed a statement from Judge Hartt should be requested to indicate his interest & willingness to fully examine the project.



Procedural aspects of the NEB hearings on a Mackenzie Valley pipeline also highlight problems encountered by intervenors when participating in the pipeline examination process. These included early filing dates for submission of evidence which jeopardized some presentations; changes in timetabling and extension of hearing hours which restricted the ability of participants to prepare for cross-examination and subject arguments to the greatest rigor of analysis; (Bregha, Pipeline Update, October 25, 1976) the inaccessibility of information regarding evidence and materials relevant to the NEB hearings.

The Federal Environmental Review process (previously known as the Environmental Assessment and Review Process - EARP), also has severe deficiencies for project assessment. The process, which is implemented by administrative change only, is the result of a cabinet directive. Since it is not based upon a legislative mandate the Federal Environmental Review lacks the powers to impose sanctions which would be provided by legislation. Many critical decisions in the process are made by the initiating department which is responsible for determining to what extent a project is to be reviewed. A conflict of interest situation may exist when the initiating department is deemed the "appropriate ministry or regulatory agency" responsible for the monitoring and surveillance of a project. Guidelines for the preparation of an Environmental Impact Statement (EIS) by Polar Gas were first drafted in July of 1976. The guidelines received input from the Environment ministries of Ontario and Manitoba during the months that followed. (It should be noted that provincial authorities have no jurisdiction regarding interprovincial pipeline regulation. The review and assessment of such projects lies strictly with the federal government, and in this case, through the Federal Environmental Review, NEB, and DINA.)



Only recently were copies of the guidelines issued to Polar Gas. The Environmental Assessment Panel (EAP) established to review the EIS prepared by Polar Gas consists of government officials only. The panel secures outside expertise only upon request (and with the approval of the Minister of Environment, and the Minister of the initiating department(s) - INA, EMR). The panel makes recommendations to the appropriate Ministers but lacks the power to implement recommendations or to appeal decisions. Information access also presents serious difficulties to those outside of government wishing to participate effectively in the process. The release of Federal Environmental Review information - particularly Interim Environmental Evaluations, Impact Statements, guidelines and Environmental Assessment Panel recommendations are all subject to ministerial discretion. The Ministers may choose not to publish panel recommendations. This would become very critical in an instance where there was a serious disagreement between the initiating departments (DINA and DEMR) and the EAP. Thus, the whole issue could remain essentially in house, away from public visibility. In this way the process becomes subject to political pressure, bureaucratic self interest and inertia.

A number of other features make the Federal Environmental Review and the NEB process inadequate as decision-making and project assessment bodies. The hearing process occurs late within the framework of development. There is little, or no opportunity for meaningful public involvement in the initial assessment process. If the hearings are required (and this is discretionary in the Federal Environmental Review) they occur late in the process, after the major decisions of financing are made, and expensive



environmental impact statements and studies have been completed. Only measures to ameliorate problems can effectively be discussed at this time as the momentum in the process is pro development. Both the NEB and Federal Environmental Review fail to provide funding to enable intervenors to perform research and participate effectively.

Recently the Minister of Indian and Northern Affairs, then Warren Allmand, announced that in all likelihood there would be a "mini-Berger" style hearing held to review the socio-economic impact of the Polar Gas proposal. It is assumed that an inquiry established by the Minister of INA would be responsible for examining the pipeline project and development issues north of 60 only. Within the conventional framework of northern pipeline assessment, the importance of such an inquiry cannot be over-emphasized, given the inadequacies of other processes established to review the Polar Gas project. It should be remembered however, that this "mini-Berger" review of the Polar Gas proposal would be limited, and exclude detailed examination of environmental issues as such matters would likely be referred directly to the Federal Environmental Review through a liaison process similar to that instituted during the Alaskan Highway Pipeline Inquiry.

In the province of Manitoba it appears that the only review Polar Gas will be subject to (in addition to the NEB) will be the Federal Environmental Review. Officials from the Environment Ministry of that province will sit on the EAP which will examine, in addition to environmental concerns, the "social and economic environmental impacts" of the development as specified in Section 8.9 of the "Guidelines to prepare an Environmental Impact Statement for the Polar Gas Project" (August 1977).



In Ontario the Ministry of Environment has wisely chosen not to participate on the EAP responsible for reviewing Polar Gas. Instead, the Ministry will co-ordinate and represent provincial interests before the panel. The Royal Commission on the Northern Environment has also expressed an interest in examining Polar Gas, however the Commission has yet to indicate what role it will assume within this framework.

The description of the regulatory and assessment process under which Polar Gas is to be examined demonstrates the ad hoc and piecemeal approach to be taken. The impact of the project on the native peoples in the NWT, Manitoba, and Ontario will be examined by three or more review processes. Under these circumstances a comprehensive review of the impact of pipeline development on both the Inuit and Cree-Ojibway peoples may not emerge. Other uncertainties exist within this conventional framework of review. What influence will recommendations made by the provincial Royal Commission on the Northern Environment have with federal decision-makers responsible for approval of pipelines? Will the Commissions' examination of Polar Gas be complete by the time NEB decisions are made?



Chapter III      ASSESSMENT AND REVIEW ISSUES RELATIVE TO THE  
ROYAL COMMISSION

The Royal Commissions' purpose in conducting preliminary hearings is to review suggestions about how the inquiry should be directed. We have chosen to restrict our comments to how the Polar Gas project should be reviewed. It appears that a number of options exist regarding the examination of this project. This list is not intended to be an exhaustive review of all the possibilities, but rather a synthesis of the kinds of approaches which could be initiated.

OPTION I    The Commission could choose not to review Polar Gas on a project specific basis. In this case the review of Polar Gas in Ontario would be restricted to the Federal Environmental Review Process. This option, in our opinion is unacceptable for the reasons outlined in chapter 1. Furthermore it is unacceptable to native people who recognize the Federal Environmental Review process as being inadequate and not responsive to their needs. For these reasons they refuse to participate in the environmental reviews being conducted in Ontario and the NWT.

OPTION II   Polar Gas could be evaluated by the Commission on a project specific basis as well as within the context of cumulative industrial impacts. Recommendations resulting from a detailed examination of various aspects of the project could be forwarded to the provincial Ministry of the Environment who could be requested to present these recommendations for consideration before the EAP conducting the Federal Environmental Review in Ontario. Where applicable, the Commissions recommendations could also be forwarded to the Ontario Ministry of Energy, with the request that recommendations be presented



by the Ministry before the NEB during its review of Polar Gas. Acceptance of this option by the Inquiry would indicate approval of the present assessment framework which has been described. Under these conditions the Commissions recommendations about timing, routing, social impact, environmental concerns, etc... would not be legally binding. Nor is there assurance that recommendations would be represented or implemented at the federal level. Acceptance of this option would not ensure that the social economic and cultural needs of northern Ontarians would be adequately dealt with.

OPTION III The Commission could recommend that a federal inquiry be established to conduct an all-encompassing review of socio-economic issues throughout the entire length of the pipeline. This approach would complement the Federal Environmental Review process. Although a holistic approach to socio-economic assessment would take place, this option is not desirable since environmental issues would remain separate. This problem could be remedied by recommending that such an inquiry review the socio-economic and environmental effects of gas transmission facilities from the arctic (and alternatives). Despite such a recommendation the initiation of the Federal Environmental Review process to date would indicate that this option would not be implemented.

OPTION IV The mandate of the Royal Commission specifically directs the Inquiry to study alternative ways of implementing projects and consider alternative approaches to meet the social, economic and cultural needs of northern communities. Hence, the entire Polar Gas project could be examined after alternative approaches have been considered, and from the alternative process perspective which emerges. In this manner the project would be assessed on the basis of long term socio-cultural goals of the region.



## Towards an Alternative Development Process

The need for alternative approaches to policy formulation and project assessment is clear. The present framework has been characterized by insufficient examination of policy alternatives, exclusion of public participation during formative project planning, and the absence of comprehensive assessment. Moreover northern communities experiences with ecologically and socially damaging industrial developments have prompted demands for a new institutional framework within which particular emphasis can be placed on the political and economic control of land use. (Watkins, p.91 and the Treaty Number 9 Declaration).

The incompatibility of "development" and "environment" need not persist given a focus on the real needs of people, on the capability of communities and regions to find their own solutions to problems in their own environmental and cultural contexts, and on the "symbiotic" relationship of man and nature, development would proceed in a more holistic framework.

(Canadian Arctic Resources Committee, p.3.)

Consideration must first be given to establishing an alternative process of development in which the social, political, and economic goals of communities are realized by means consistent with their aspirations. What emerges is both an alternative strategy of development as well as an alternative set of criteria by which major development projects are assessed. A number of criteria proposed by the Canadian Arctic Resources Committee warrant particular attention:

Major resource development projects should conform to, or be in response to, policies that have been determined in part through open public debate. Such stated policy provides a partial framework in which to assess the goals and objectives of the proposed development in the context of public objectives.

Whenever possible, a project should represent the "best choice" alternative to satisfy the objectives of public policy.

Assessment procedures should require effective participation by all affected individuals and groups, and permit participation by other interested organizations. For this criterion to be fulfilled it is necessary that there be:



- a) full and convenient access to relevant information for all actors;
- b) the provision of sufficient time and resources for disadvantaged groups to conduct original research and prepare both their own positions and responses to the proponents' arguments;
- c) independent forums for the evidence to be received and evaluated;
- d) a public information programme.

Final decisions expressing approval of resource development proposals should be made by accountable decision-makers (politicians), and be accompanied by a rationale explaining the basis of the decision and accounting for the major arguments of principal actors. The explanation should also:

- a) specify the conditions and terms for the compensation of individuals or groups adversely affected by the project;
- b) detail mechanisms designed to monitor the performance of the project against its own explicit objectives, and to enforce the terms and conditions of the approvals agreement;
- c) include provisions for review of the project.

Any resource decision-making framework including project assessment should incorporate explicitly the option of abandoning any element of policy, or of terminating any project, should socio-economic conditions significantly change or new evidence come to light.

(Canadian Arctic Resources Committee, p.4.)

The role of the Commission in implementing such a process includes:

the formulation of policy with emphasis upon the social/economic/policy goals of northern communities. Such policy necessitates determining both the extent and significance of renewable and non-renewable resource development and also appropriate future land use. Furthermore it is imperative that requirements of adequate assessment procedures have been identified and met in order that assessment take place in reference to predetermined policies of political, economic, social development and land use. Resource use decisions could then become pro-active, rather than reactive, and anticipate problems rather than respond to them.

Major efforts are obviously required prior to assessment of developments such as Polar Gas. Unless questions of development are to be examined in light of contributions to the indigenous development of northern communities, to increasing independence and furthering the political, economic and social goals of northern communities, the present process of development will continue to ensure that "development" and "environment" remain incompatible.



In order that this alternative process is successful and not pressured by a federal decision on Polar Gas, consideration must be given to recommending that separate provincial and federal hearings into Polar Gas be delayed until the Commission has completed its findings. Consideration should also be given to declaring a moratorium on northern development and planning processes during the hearings in order that the Commissions findings not be prejudiced.



Chapter IV      LESSONS FROM THE MACKENZIE VALLEY PIPELINE INQUIRY

The Mackenzie Valley Pipeline Inquiry provides a contrast with the information and assessment processes associated with major development projects in the north. Although the inquiry was initially perceived (at least by government and industry) as a stage in the development process, an extension of conventional economic and resource development practices, another perspective based on a different process emerged. To the northern people, the Mackenzie Valley pipeline proposals were viewed not as a process they were engaged in, but rather as an impediment to the process of self-determination.

Specific innovations of the inquiry which permitted the articulation of a northern perspective and ensured effective public participation deserve mention:

1. Preliminary hearings to permit public participation in structuring procedure and defining terms of reference.
2. Encouragement and funding of participation by the public, particularly environmental and native interests.
3. Provision for access to relevant information from many sources, including governments.
4. Two types of hearings, one (informal) designed to elicit the views of native people and the other (formal) designed to provide a forum for the views of southern Canadians and to bring the issues to the attention of southern Canadians.
5. Detailed presentation of evidence and vigorous cross-examination of witnesses.

(Canadian Arctic Resources Committee, p.33.)

It is the emergence of an alternative process in the development of the north, that of self-determination for and more importantly by the northern people which has direct relevance to the question of development in northern Ontario. Not only does the Mackenzie Valley Pipeline Inquiry provide a model for participation by northern people in land use decisions, but moreover, the Inquiry's recommendations if implemented, would ensure that future non-renewable resource development would be consistent with the



political, economic and cultural goals of the northern people. Rather than proceed on the assumptions that the environmental impact of a transportation corridor will be minimal, that the critical gaps in information have been filled, that the pipeline will benefit the communities whose way of life is no longer land based and that a pipeline does not prejudice native land claims, Justice Berger stated that a rational program for northern development must be based on the ideals and aspirations of northern peoples. The inquiry's recommendations are directed towards implementation of this program. Based on a ten year moratorium on pipeline construction to allow sufficient time for native claims to be settled, and for new programs and new institutions to be established, the Inquiry recommended the immediate protection of certain environmentally significant sites, a continuing and comprehensive program of northern science and research, the implementation of land use planning programs, the co-ordination of pipeline planning with present planning, future plans and needs of the local people, the establishment of a pipeline regulatory agency, and the strengthening of the norths' renewable resource economy. (Berger, Vol. I.)

What role will the Royal Commission on the Northern Environment play in examining the Polar Gas issue in northern Ontario? If major developments are to be examined, they must, as Justice Berger indicated, be considered in the context of the self determination of northern communities. If as Justice Patrick Hartt has indicated, the Royal Commission on the Northern Environment will venture beyond Berger, then the role of the Commission is obvious. It must participate in the establishment and implementation of northern communities strategies for self reliance and local enterprise before major developments such as the Polar Gas pipeline proceed.



## Chapter V KEY ISSUES: POLAR GAS PRODUCTION AND TRANSMISSION

The Polar Gas pipeline is one of a number of industrial development proposals for land north of the 50th parallel. Energy related development, as in the case of the Mackenzie Valley gas pipeline proposals, have raised a multitude of complex issues. The issues related to the Polar Gas pipeline and associated exploration activities are no less complex because, as indicated during the previous discussion, a cloud of uncertainty surrounds the assessment and public participation framework within which the proposal will be reviewed. However this uncertainty is resolved, key technical, environmental, social, economic, energy and political issues related to the Polar Gas pipeline will require extensive examination. The following provides an outline of these issues. Their resolution is dependent upon the extent to which Canadians are willing to translate an increasing awareness of development and land use issues into effective participation.

### TECHNICAL

- |                                      |                               |
|--------------------------------------|-------------------------------|
| -deep sea inter-island crossings     | -Transportation Alternatives: |
| -laying pipeline through ice         | Liquified Natural Gas Tankers |
| -sea bottom scour of pipelines       | -liquefaction techniques      |
| -frost heave, frost bulb, permafrost | -ice breaking ship technology |
|                                      | -clean-up contingency plans   |

### ENVIRONMENTAL

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| -impacts on aquatic regimes     | -International Biological Program |
| -impacts on terrestrial regimes | ecological reserves               |
| -impacts on fish and wildlife   | -Kaminuriak barren-ground caribou |
| -wilderness preservation        | -lack of government baseline data |
| (sensitive area planning)       | minimal government research south |
|                                 | of 60th parallel                  |



SOCIAL

- local & regional lifestyles
- impact of transient populations
- stresses on community facilities (health, welfare & education)
- community disruption -boom/bust
- native employment
- impact of road access on communities
- effect upon self-determination of region
- declaration of Nishnawbe-aski
- Inuit land claims
- disruption of renewable resource harvesting

ECONOMIC

- impacts on national interest rates, exchange rates, inflation
- investment patterns
- impacts on, and availability of labour, markets, & management
- provision of infrastructure by government
- pacing/timing of development
- capital flows to & from the region
- impacts on financial capabilities of region
- capital availability for local projects & renewable resource development
- impacts on local business enterprises

ENERGY

- sufficient reserves to merit pipeline
- spur exploration along route and in the arctic
- Alberta gas surplus (tar sands)
- LNG Tanker alternative
- Canadian energy policy
- export commitments - continentalism
- consumption patterns - conservation
- demand, supply, deliverability

POLITICAL

- regulatory uncertainties
- question of jurisdiction
- assessment & review, surveillance & monitoring
- establishment of new institutions
- conflict of interest: government participation in Polar Gas
- industry-government complex
- information accuracy & availability

Source: based upon information from Keith & Fisher; Sam, Macpherson & Thompson; and Macpherson & Thompson.



## Chapter VI

CONCLUSIONS

Mr Commissioner, we recommend that your inquiry thoroughly examine the various option alternatives for review of Polar Gas. We urge you to consider the following questions in determining that option which best accomodates the rational development of northern Ontario.

Have renewable resource inventories been conducted? Does the existing land use planning process represent the political, economic and cultural needs of northern people? Are there critical gaps in information? Have ecologically sensitive areas received protection from the numerous development proposals? Are the present criteria for resource use decisions based on the self reliance and local enterprise goals of northern communities? Will an opportunity exist for communities to effectively examine and control major land use developments? Will provincial concerns be adequately represented before federal decision-making bodies?

We suggest that the Royal Commission on the Northern Environment is in an enviable position due to the uncertainties and delays which surround major developments proposed for northern Ontario. The possible withdrawl of forest development proposals and the gas reserve, alternative transportation and regulatory questions surrounding the Polar Gas proposal are examples of the uncertain future facing development proposals. The ensuing delays and possible abandonment of particular projects should be interpreted as an opportunity to proceed with the real development needs of northern Ontario rather than as reasons for concluding the inquiry.



The people of northern Ontario will bear the impact of the Polar Gas pipeline. Your inquiry is charged with the responsibility of identifying alternatives to large scale development and its assessment. The Polar Gas proposal necessitates that these alternative be conveyed to the federal government in such a manner as to ensure that fundamental changes take place in the assessment and review framework for the entire pipeline route.

We trust that our presentation will assist the inquiry in its deliberations regarding the examination of the Polar Gas pipeline proposal.



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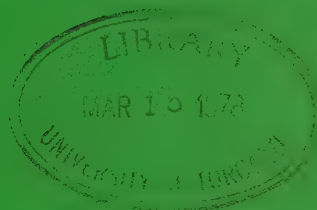
BY

ONTARIO NATIVE  
WOMEN'S ASSOCIATION

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
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BY

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NOTE

Attached to Exhibit 121 is a pamphlet "Ontario Native Women's Association - Resource Manual", which could not be reproduced for publication, but can be viewed at the Commission office at 55 Bloor St. West.



# ONTARIO NATIVE WOMEN'S ASSOCIATION

HEAD OFFICE: 278 BAY STREET

THUNDER BAY "P", ONTARIO

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No. 121

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Ontario Native Women's Assoc.*

this 28 day of Nov. 1977  
*Agerman*

OUR HOME IS FIRST.

NATIVE WOMEN SPEAK.

WORKING TOGETHER.

ASSISTING OUR OWN.

TO:

MR. JUSTICE PATRICK HARRT, COMMISSIONER.

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT.

GERALDTON, ONTARIO.

NOVEMBER 28th, 1977.

FROM:

MARLENE PIERRE,

PRESIDENT,

ONTARIO NATIVE WOMEN'S ASSOCIATION.



MR. JUSTICE HARRT:

THE ONTARIO NATIVE WOMEN'S ASSOCIATION IS MOST PLEASED TO BE ABLE TO MAKE REPRESENTATION TO THE COMMISSION ON BEHALF OF ITS 845 MEMBERS, AND IMPART TO THE COMMISSION WHAT WE FEEL ARE THE ISSUES FACING US, VITAL ISSUES WHICH HAVE NOT YET BEEN EXPRESSED FROM, A SECTOR OF THE NATIVE POPULATION, WHICH IS USUALLY REGARDED AS TRADITIONALLY SILENT, YET EQUALLY IMPORTANT, AND MOST DIRECTLY EFFECTED BY CHANGE, THE WOMEN AND THE CHILDREN.

OUR ORGANIZATION IS A YOUNG ONE, THE VENTURE IS A NOTABLE DEPARTURE FROM TRADITION, IN THAT, NATIVE WOMEN HAVE HAD TO ORGANIZE THEMSELVES TO MEET TODAY'S CONTEMPORARY ISSUES AND DISCUSS THEM AMONGST OURSELVES AND OTHERS, THUS ENABLING THE VOICE OF NATIVE WOMEN TO BE HEARD. ALTHOUGH, WE HAVE ADOPTED YOUR WAYS TO ORGANIZE, WE HOLD DEARLY THE LIFE LESSONS WHICH HAVE BEEN TAUGHT US FOR GENERATIONS BY OUR MOTHERS AND GRANDMOTHERS. WE REGARD LIFE HERE ON EARTH LIKE, VISITORS WHO HAVE BEEN WELCOMED INTO A FRIEND'S HOUSE AND ARE INVITED TO STAY AS LONG AS WE CAN, AND USE THE HOUSE AND ITS CONTENTS TO MAKE OURSELVES COMFORTABLE. WE KNOW THAT IF WE MAKE OURSELVES UNWELCOME, BY DOING WRONG THINGS, WE WILL HAVE TO LEAVE. THE WORLD IS OUR HOUSE, AND WE WOULD NOT WANT TO LEAVE IT IN SUCH A WAY, BY SHOWING DISRESPECT AND LEAVE IT IN SUCH A TERRIBLE MESS.

IT IS THE GENERATIONS BEFORE US WHO HAVE TAUGHT US HOW TO LIVE HERE AND WHO WERE PLACED HERE TO LIVE WITHIN NATURE'S LAWS IN A NATURAL AND WHOLESOME WAY.

WE FEEL THAT IT IS IMPORTANT FOR US TO BE HERE, TO EXPLAIN OUR FEARS, TO SHOW THAT WE CARE FOR THE GENERATIONS WHO SHALL FOLLOW US. MORE TO TELL YOU HOW WE SEE IT AND HOW WE DO NOT WANT TO SEE IT. I CAN ONLY BEGIN BY TELLING YOU HOW IT IS TODAY. OUR HISTORY, AS NATIVE WOMEN, WAS ONCE FILLED WITH DIGNITY AND RESPECT, AND WE ENJOYED A HERISHED POSITION IN OUR SOCIETY.



WE WERE ENDOWED WITH GIFTS BY OUR CREATOR: THE GREATEST GIFT OF ALL ONE COULD RECEIVE WAS TO BE ABLE TO BEAR CHILDREN, TO NOURISH THEM, TO TEACH THEM. WE WERE GIVEN KNOWLEDGE THAT ALLOWED US TO LIVE IN HARMONY WITH OUR MOTHER EARTH, AND WE WERE CHARGED TO PASS ON OUR TRADITIONS THAT DENOTED RESPECT FOR HUMANITY AND THE EARTH. OUR MEN FED US AND PROTECTED US.

WHEN THE STRANGERS FROM ACROSS THE WATERS ARRIVED ON OUR SHORES, A SAD CHRONICLE OF EVENTS FOLLOWED. WE, NATIVE WOMEN WERE OBJECTS OF, AND WITNESS TO AN ERA WHICH DEGRADED NATIVE WOMEN AND STILL CONTINUES TO DO SO. HISTORICAL ACCOUNTS, HOWEVER TRUE, PROTRAY THE NATIVE WOMEN AS LOOSE, TO BE USED AND SLEPT WITH, LEAVING THEM WITH CHILD, AND LATER LEFT TO FEND FOR HERSELF IN A HOSTILE ATMOSPHERE, OUTCAST FROM HER OWN AND UNACCEPTABLE TO THE OTHER.

TO ALL, WE WERE THE MOST VULNERABLE, YET AT TIMES, THE MOST STRENGTHFUL. WE HAVE SURVIVED A TEST OF TRUE ENDURANCE, HAVING BEEN STRIPED NAKED, OVER GENERATIONS, OF OUR DIGNITY AND BEAUTY, BY UNCARING AND UNSCRUPULOUS VOYAGEURS, WE HAVE MAINTAINED THAT LAST BIT OF SELF-ESTEEM, WHICH IS SO NECESSARY TO BEGIN TO REBUILD OUR NATION TO THE STRONG INDEPENDENT AND FREE PEOPLE WE MUST BE.

WE COME HERE TO TELL YOU THAT WE ARE SICK OF HAVING OUR DAUGHTERS RAPED, OUR SONS BEATEN, OUR BABIES MALIGNED BY UNKNOWN AND MYSTERIOUS STRAINS AND DISEASES, OF OUR OLD PEOPLE WHO ARE LEFT ALONE TO FEND FOR THEMSELVES BECAUSE WE ARE TOO BUSY COLLECTING FASHIONABLE ITEMS INSTEAD OF GATHERING WOOD AND FOOD TO KEEP THEM WARM AND FED.

WE HAVE COME TO TELL YOU THAT IF WE ARE TO LIVE IN THE SAME HOUSE, THAT YOU MUST SHARE WITH ME, AND I, WITH YOU. THAT IF ONE OF US BEGINS TO RIP THE FLOOR AND TEAR APART THE WALLS, DIRTY THE WATER AND INFEST THE AIR, THAT WE WILL ALL HAVE NOTHING LEFT AND WILL HAVE TO LEAVE.



SUCH IS THE WAY IT IS BECOMING..

WITH DEVELOPMENT, ANY GIVEN COMMUNITY EXPERIENCES A FORM OF TRAUMA THAT REQUIRES IT TO READILY ADJUST TO A NEW TRUST OF DEVELOPMENT WHICH IS USUALLY IMPOSED UPON IT. THIS NEW DEVELOPMENT BRINGS TO THE COMMUNITY A LARGE INFLUX OF WORKERS, BOTH MARRIED AND SINGLE.

MARRIED MEN BRING WITH THEM, THEIR FAMILIES, WHEN RE-LOCATING TO A NEW JOB. SCHOOLS, EXISTING FACILITIES, AND HOUSING, BECOME A DEMAND TO ACCOMODATE THE NEW ON-COMING TRANSIENT POPULATION AND RESULTINGLY SHORTAGES, OVERCROWDING AND DISCRIMINATION SUBMERGE AS NEW PROBLEMS. ALTHOUGH, THIS NEW FAMILY LIFE SHOULD HAVE A STABILIZING EFFECT ON THE COMMUNITY, IT DOES NOT OCCUR IMMEDIATELY.

AN ELEMENT OF THE TRANSIENT POPULATION LIES MAINLY WITH THE SINGLE MEN. THE SITUATION IS DIFFERENT FOR SINGLE MEN. THEY LIVE IN CAMPSITES AND SHARE ACCOMODATION. THEIR CONCERN LIES MAINLY WITH THEIR EMPLOYER. THEY DO NOT HAVE OR DEVELOP A SENSE OF COMMUNITY SPIRIT OR LOYALTY. THIS, IN FACT, HAS A DISRUPTIVE EFFECT ON THE NORMAL LIFE IN A COMMUNITY.

NATIVE PEOPLE PLACED IN THIS NEW SITUATION MUST MAKE ENORMOUS ATTEMPTS TO ADJUST AND ACCOMODATE THE NEW ARRIVALS. IT HAS BEEN AND WILL CONTINUE TO BE SO IN THE FUTURE.

FURTHER, NATIVE PEOPLE HAVE LIVED IN A RELATIVELY SAFE ENVIRONMENT AND HAVE KEPT THEIR OWN LIFE STYLE, VALUES AND TRADITIONS.

THIS NEW TRANSPLANT UPON THIS COMMUNITY WILL AND HAS CONFUSED THE VALUES AND WAY OF LIFE OF NATIVE PEOPLE. THE NATIVE SOCIETY HAS BEEN THERE FOR GENERATIONS AND WILL STILL BE THERE WHEN THE TRANSIENT POPULATION HAS GONE. THE TWO GROUPS LIVING SIDE BY SIDE WILL AFFECT EACH OTHER. THIS EFFECT WILL BE GREATEST ON THE NATIVE COMMUNITIES BECAUSE TWO COMPLETELY DIFFERENT SETS OF VALUES WILL BE IN CONFLICT WITH THE TRADITIONAL COMMUNITY AS IT IS.



NOW, THE RESIDENTS MUST LIVE SIDE BY SIDE EACH OTHER. THE FABRIC OF A TRADITIONAL COMMUNITY IS DISRUPTED AND UPROOTED. PROBLEMS THAT ALREADY EXIST, IS FURTHER COMPOUNDED BY A MULTITUDE OF NEW ISSUES/PROBLEMS, WHICH IS IMPOSED UPON THE COMMUNITY. THESE PROBLEMS CAUSED BY A TRANSIENT COMMUNITY CANNOT HOLD FOR LONG.

BY UPROOTING THE BASIC FABRIC OF A COMMUNITY, THE CONSEQUENCES RESULTING FROM IT CAUSES SOCIAL DETERIORATION. IT IS THIS BREAKDOWN OF A COMMUNITY, I WISH TO EMPHASIZE. WE ARE CONCERNED WITH THE HUMAN ELEMENT OF DEVELOPMENT. WHAT IN FACT HAPPENS TO OUR NATIVE FAMILIES WHEN THIS OCCURS?

PRESENTLY, NATIVE COMMUNITIES IN THE NORTH ARE EXPERIENCING SOME DIFFICULTY WITH ALCOHOL AND DRUG ABUSE. THE INCIDENCE OF ALCOHOLISM AMONG NATIVE WOMEN IS BECOMING INCREASINGLY HIGH. SOCIAL STABILITY WITHIN A FAMILY AND COMMUNITY IS NOT STABLE.

THE ROLE OF THE "MOTHER" FIGURE HAS CHANGED. EDUCATION HAS PLAYED A MAJOR PART IN CHANGING THIS ROLE. CHILDREN ARE TAKEN AWAY FROM THEIR COMMUNITIES TO ATTEND SCHOOLS IN LARGER CENTRES BECAUSE OF THE LACK OF SUITABLE FACILITIES WITHING THE COMMUNITIES. PARENTAL CONTROL AND INVOLVEMENT IN THE EDUCATION OF THEIR CHILDREN HAS BEEN LITERALLY TAKEN AWAY. THIS LEAVES MANY NATIVE MOTHERS WITH ROLES WHICH ARE LOST AND CONFUSED, AND WITHOUT PURPOSE. AS A RESULT, MOTHERS HAVE FOUND TOO MUCH LEISURE TIME, AND THE FORM OF RELEASE IS THE CONSUMPTION OF ALCOHOL, ANOTHER IMPOSED PROBLEM. POOR EDUCATION METHODS AND FACILITIES HAS PLAYED A VITAL ROLE IN THIS SOCIAL INSTABILITY, CREATING SHAKY AND BROKEN MARRIAGES, DIFFICULTY IN RAISING THEIR CHILDREN, FINANCIAL STRESS, PERSONAL DEPRESSION. IT IS CLEAR THESE NRRTHERN COMMUNITIES ARE EXPERIENCING SOME FORM OF DIFFICULTY IN COPING WITH PROBLEMS AND HAVE NOT THE RESOURCES TO BE EQUIPPED TO DEAL WITH THE PROBLEMS EFFECTIVELY.

THESE SOCIAL PROBLEMS THAT EXIST CANNOT BE IGNORED!



THE NORTH HAS ALWAYS BEEN IGNORED IN TERMS OF PROVIDING ADEQUATE SERVICES AND RESOURCES. IN LOOKING AT THESE CONCERNS AS THEY EXIST, WHAT IN FACT DOES FURTHER DEVELOPMENT CURRENTLY BEING PROPOSED FOR THE NORTH DO TO THE FAMILY UNIT? IT IS REASONABLE TO SUGGEST THAT ANY FURTHER DEVELOPMENT WOULD CREATE IMMENSE PROBLEMS FOR THE NATIVE WOMEN AND CHILDREN OF THE NORTH.

WE MUST NOT IGNORE THE SPECIAL PROBLEMS AND CONCERNS THAT COMES WITH OR ARE ASSOCIATED WITH MASSIVE DEVELOPMENT.

WE ARE CONCERNED ABOUT THE SOCIAL AND FAMILY DETERIORATION OF THE NORTHERN COMMUNITIES.

WE ARE CONCERNED ABOUT THE HIGHER INCIDENCE OF ALCOHOLISM AMONG OUR NATIVE FAMILIES. RESIDENTS OF THE COMMUNITIES MUST LIVE ALONG SIDE OF THE CONSTRUCTION WORKERS; VIOLENCE IN THE CAMPS AND COMMUNITY WILL BE VISABLE BECAUSE ALCOHOL AND WEAPONS ARE FREELY AVAILABLE. CHILDREN WILL BE EXPOSED TO THESE ILL-EFFECTS OF ALCOHOLISM.

WE ARE CONCERNED ABOUT THE USE OF DRUGS AMONG OUR NATIVE WOMEN AND CHILDREN. NATIVE WOMEN WHO MUST COPE WITH PROBLEMS AND CRISIS MAY TURN TO DRUGS AS A FORM OF RELEASE FOR FRUSTRATION, TENSION AND DEPRESSION.

THE INCREASING USE OF GAS SNIFFING, GLUE SNIFFING AND DRUGS WILL BECOME MORE RAMPANT AMONG OUR YOUTH. THE LACK OF RECREATIONAL FACILITIES, NO CONSTRUCTIVE USE OF LEISURE TIME, AVAILABILITY OF DRUGS AND ALCOHOL ALL CONTRIBUTE TO THIS PROBLEM.

WE ARE CONCERNED ABOUT THE SEXUAL EXPLOITATION OF OUR NATIVE WOMEN. THROUGH THE AVAILABILITY OF ALCOHOL, AND THE COMMUNITIES BEING CLOSE TO THE CAMPS; THE EVIDENCE OF VIOLENT ATTACKS ON WOMEN, RAPE, ILLEGITIMATE PREGNANCIES, UNWANTED CHILDREN, PROSTITUTION, AND VENERAL DISEASES WILL RISE BEYOND A SOCIAL PROBLEM.



WE ARE CONCERNED ABOUT DEPRESSION AMONG OUR NATIVE FAMILIES, WOMEN AND CHILDREN. THE LOSS OF DIGNITY, SELF-RESPECT AND SELF-IDENTITY WOULD LEAD TO A HIGHER INCIDENCE OF SUICIDES, MURDER, INCARCERATION OF NATIVE WOMEN, VIOLENCE, MENTAL ILLNESS AND CRIME. COMMUNITIES ALONG THE C.N.R. HAVE EVIDENCED ITSELF TO THIS PROBLEM. eg. ARMSTRONG, PICKLE LAKE, SAVANT LAKE, SIOUX LOOKOUT, HUDSON, TO NAME A FEW.

WE ARE CONCERNED WITH THE BREAK-UP OF FAMILY UNITS; ABUSE OF WIVES, HUSBAND/WIFE BEATING BY PARTNERS, COMMUNICATION BREAKDOWN, ALL LEADING TO SHAKY MARRIAGES, COMMON-LAW RELATIONSHIPS AND EVENTUAL MARITAL BREAKDOWNS.

WE ARE CONCERNED ABOUT THE NEGLECT AND ABUSE OF NATIVE CHILDREN. WE BELIEVE EVERY CHILD HAS A BASIC AND HUMAN RIGHT TO LIVE, THAT RIGHT IS THE RIGHT TO LIVE AT HOME IN SAFETY AND COMFORT.

WE ARE CONCERNED ABOUT THE LOSS OF CULTURAL PRIDE AND IDENTITY.

WE ARE CONCERNED ABOUT THE LACK OF ADEQUATE SOCIAL SERVICES IN ORDER TO DEAL EFFECTIVELY WITH SOCIAL PROBLEMS.

WE ARE CONCERNED ABOUT THE CUTBACKS OF TRANSPORTATION AND COMMUNICATIONS TO OUR NORTHERN COMMUNITIES.

WE, THE NATIVE WOMEN IN ONTARIO, ARE AWARE OF THE CANADIAN NATIONAL RAILROADS CUTBACK OF PASSENGER SERVICES ON THE MAINLINE. THIS WOULD HAVE A DEPRESSING AND SOMEWHAT DISASTEROUS EFFECT ON THE COMMUNITIES INVOLVED, WHICH IN SOME CASES ARE MOSTLY, NATIVE PEOPLE. THIS FACT HAS UNFORTUNATELY NOT BEEN SUFFICIENTLY PUBLICIZED AND THUS WE FEEL THERE HAS BEEN LITTLE OR NO CONSIDERATION GIVEN TO THE HUMAN ELEMENT.

WHILE WE RECOGNIZE THAT DECISIONS OVER WHICH WE HAVE LITTLE OR NO CONTROL WHETHER IT BE CORPORATE OR GOVERNMENT, ARE PLANNED WELL AHEAD, SOMETIMES YEARS AHEAD. WE BELIEVE THAT A GREAT DEAL OF RESPONSIBILITY LIES WITH THOSE DECISION MAKERS TO ASSURE THAT THE



POPULATION THAT IS DIRECTLY EFFECTED WILL RECEIVE JUST AND FAIR TREATMENT. IT IS WITH THIS IN MIND, THAT WE FEEL THE POPULATION THAT IS EFFECTED BY THIS MEASURE HAVE NOT BEEN FULLY INFORMED, NOR INDEED HAVE THEY HAD ANY INFORMATION ON THIS ISSUE; AS IT IS A CERTAIN THAT A CHANGE SUCH AS THIS , MUST HAVE BEEN PLANNED LONG AGO, AND OUR PEOPLE KNOW LITTLE OR NOTHING OF THE DECISION.

A DECISION AS GRAVE AS THIS ONE, SHOULD MOST CERTAINLY TAKE INTO CONSIDERATION, THE LONG-RANGE EFFECT ON THE POPULATION CONCERNED, PARTICULARLY THE NATIVE POPULATION. THE TRANSPORTATION SYSTEM, NAMELY THE C.N.R. HAS A GREAT IMPACT ON OUR LIVES OF OUR PEOPLE. IT IS OUR MAIN LINK WITH THE REST OF THE PROVINCE-OUR FAMILY LIFE IS AND HAS BEEN DEPENDENT UPON OR THE C.N.R. PASSENGER SERVICE AS LONG AS IT HAS BEEN IN EXISTANCE. IT IS ALSO OUR LIVELIHOOD AS OUR RESOURCES ARE SO LIMITED THAT WE ARE FORCED TO USE IT FOR OUR COMMUNICATION, TRANSPORTATION, ECONOMIC, SOCIAL, HEALTH AND WELFARE, EDUCATION.

OUR QUESTION IS: WHAT WILL BECOME OF THESE PEOPLE? ARE DECISION MAKERS AWARE OF THE CONSEQUENCES?

THESE PEOPLE HAVE BEEN LIVING UNDER DEPRESSED CONDITIONS EVEN WITH FULL TRANSPORTATION SERVICE. NOW THE EMOTIONAL UPSET CAN DO NOTHING BUT ADD TO THEIR PREVIOUS DILEMMA.

IN THE MAJORITY OF CASES, THE CHILDREN ARE SENT TO SCHOOLS IN LARGER CENTRES, THUS CREATING AN ADDED BURDEN AND WORRY ABOUT FEWER VISITS BETWEEN MEMBERS OF THE FAMILY OR MORE ABSENTISM FROM SCHOOL.

AN ADDED STRAIN ON THE FINANCIAL SITUATION WILL BE FORCED UPON THE PEOPLE. SOME WILL BE FORCED OUT OF JOBS OR HAVE TO RE-LOCATE MEDICAL AND DENTAL APPOINTMENTS WILL NO DOUBT BE FEWER, AS THE ADDED BUDGET STRAIN CAUSED BY HAVING TO STAY AWAY FROM THEIR HOMES FOR LONGER PERIODS. THIS WILL HAVE PROLONGED UNSETTLING EFFECTS ON FAMILY LIFE.



MOST OF THE SETTLEMENTS ON THIS MAINLINE HAVE FEW OR NO SHOPPING CENTRES AND A LARGE SEGMENT OF POPULATION USES THIS TRANSPORTATION SERVICE FOR SHOPPING AND AN ODD EVENING FOR ENTERTAINMENT. HOWEVER, THE OPPORTUNITIES FOR THIS FORM OF RELAXATION WILL CERTAINLY BE CURTAILED. THEY ALREADY EXPERIENCE LITTLE OR NO FORM OF ENTERTAINMENT.

LAST, BUT NOT LEAST, COMMUNICATION OR LACK OF THEREOF. WHAT IS GOING TO HAPPEN TO OUR GREAT COMMUNICATION- FIRST CLASS MAIL? ARE WE GOING BACKWARDS?

IT HAS COME TO OUR ATTENTION THAT THE POLAR GAS PIPELINE, WHICH WILL STRETCH FROM THE ARCTIC ISLANDS TO LONGLAC AND EVENTUALLY HOOK UP WITH THE TRANS-CANADA PIPELINE AT LONGLAC IS IN THE PLANNED DEVELOPMENT OF THE NORTH.

MR. COMMISSIONER, THESE ARE ARE CONCERNS AND OUR FEARS FOR THIS PROPOSED PIPELINE.

HOW WILL THIS EFFECT OUR NATIVE POPULATION IN TERMS OF THE FUTURE?

WE FEEL THAT THERE IS A COMPLETE LACK OF KNOWLEDGE ABOUT POLAR GAS PIPELINE BY THE MAJORITY OF THE AFFECTED NATIVE POPULATION, AND THAT THE POLAR GAS PIPELINE WILL BE OR COULD BE OFFERED AS AN INCENTIVE FOR A GREATER ECONOMIC POSITION WITHOUT REGARD FOR THE ON-COMING SOCIAL COSTS. IN FACT, IT IS OUR BELIEF THAT THE ONLY JOBS THAT WOULD BE CREATED BY THIS PIPELINE ARE FOR THE UNSKILLED LABOURER JOBS, LIKE CLEARING THE LAND, A JOB THAT WOULD LAST ONLY A VERY SHORT TIME, AND THEN THE NATIVE WOULD BE REPLACED BY HIGHLY SKILLED PERSONNEL LEAVING OUR PEOPLE TO AGAIN FADE INTO THE BACKGROUND. THEY WILL BE FORCED TO LIVE WITH THE AFTERMATH OF THEIR DISRUPTED ENVIRONMENT.

CAMPSITES OF 500 to 1500 or MORE MEN, SINGLE AND MARRIED, WOULD NOT HELP OUR NATIVE POPULATION. THE ENVIRONMENT WILL SUFFER FROM THE HEAVY EQUIPMENT AND OUR SOCIAL AND CULTURAL IDENTITY WILL BE LOST



WITH THE RESULTS OF THE CAMPSITES. OUR SOCIAL EFFECTS, AS OUTLINED IN OUR PRESENTATION, WILL BE FELT AS A RESULT OF THIS PROPOSED DEVELOPMENT.

IN SHORT, WE ARE CONCERNED ABOUT THE CULTURAL, SOCIO-ECONOMIC AND POLITICAL EFFECTS OF DEVELOPMENT IN THE NORTH.

BUT ALL THESE SIGNS, WHICH WOULD BE GREATLY INTENSIFIED BY DEVELOPMENT, ARE ONLY "INDICATORS" OF THE REAL PROBLEM:

"A GENERATION OF CONFUSED YOUNG PEOPLE AND A DISRUPTED COMMUNITY"

WHO, MR. COMMISSIONER, CLEANS UP THE SOCIAL AND HUMAN MESS AFTER DEVELOPMENT IS ALLOWED?

WE WANT TO BE TOLD THE TRUTH, MR. COMMISSIONER, -FROM THE GOVERNMENT, FROM THE PEOPLE WHO WANT TO USE OUR LAND, FROM THE BUSINESS PEOPLE, FROM THE SCIENTIFIC AND MEDICAL PEOPLE. IF THERE IS SOMETHING WRONG WITH OUR WATERS, AND THE LAND IS BEING MISUSED, WE WANT TO KNOW. EVERYONE SEEMS TO HAVE DIFFERENT STORIES, ESPECIALLY THOSE WHO CAN GAIN AND MAKE HUGE PROFITS FROM IT. IT IS HERE WHERE WE WANT TO IMPRESS UPON YOU, THE IMPORTANCE OF OUR INDIAN ORGANIZATIONS. THE GRAND COUNCILS HAVE BEEN OUR ONLY VITAL LINK TO INFORMATION, THE ONLY RESPONSIVE BODIES THAT ARE TELLING US "LIKE IT IS". WITH THEM, WE ARE ABLE TO DETERMINE OUR FUTURE.

WE ASK YOU TO GIVE SOME CONSIDERATION AND BRING SOME POSITIVE ACTION TO THEIR RECOMMENDATIONS; ONE, IN PARTICULAR, THAT WE ARE MOST TROUBLED WITH. SOME MAY AGREE THAT OUR PEOPLE ARE A NON-VERBAL SOCIETY, OTHERS MAY DISAGREE. NO MATTER HOW IT IS AGREED, IT IS A FACT, THAT OUR PEOPLE ARE NOT USED TO TALKING ABOUT THEIR PROBLEMS IN THESE SOPHISTICATED WAYS. THE NATIVE WOMEN'S GROUPS ARE NO DIFFERENT. WE WOULD LIKE TO SEE A METHOD DEvised WHERE INFORMAL DISCUSSIONS CAN TAKE PLACE WITH THE WOMEN, ESPECIALLY ALONG THE C.N.R. RAILWAY. IN THIS RESPECT, WE WOULD APPRECIATE AN IMMEDIATE INDICATION OF YOUR INTENTIONS.



FURTHER, WE WANT TO ELABORATE UPON OTHER ISSUES THAT ALREADY HAVE BEEN RAISED BY THE GF UPS, AND THAT IS, HOW THE COMMISSION IS VIEWED BY OUR ORGANIZATION. SOME ARE SKEPTICAL ABOUT THE OUTCOME, AND VIEW IT AS ANOTHER DECOY OF GOVERNMENT AND INDUSTRY THAT WILL BE USED AGAINST US; YET, OTHERS ARE FIRM IN THEIR CONVICTIONS THAT THE TASK OF THE COMMISSION AND ITS SUBSEQUENT FINDINGS WILL PROVIDE, A MEANS TO SOUND FUTURE PLANNING AND DEVELOPMENT AND BY THE PEOPLE, FOR THE PEOPLE OF THE NORTH. WE WOULD WANT TO BELIEVE THAT IT IS THE LATTER.

WE ARE PLACING OUR FAITH AND FUTURE IN YOUR JUDGEMENT AND IN THE JUDGEMENT IN OUR INDIAN LEADERS.

IT IS CONCLUDED THAT THE COMMISSION DECIDE TO HOLD INFORMAL SESSIONS WITH COMMUNITIES AND ITS MEMBERS, WHICH WILL INCLUDE WOMEN, IN ORDER THAT ACCURATE DESCRIPTIONS AND FEELINGS CAN BE SOUGHT AND DOCUMENTED IN A MANNER WHICH IS NOT INTIMIDATING AND UNDERSTATING.

SINCE THE SOCIAL AND ECONOMIC SURVIVAL OF THE COMMUNITIES ALONG THE C.N.R. LINE ARE DEPENDENT UPON THE FULL SERVICE OPERATION OF THAT COMPANY, WHICH IS A CROWN CORPORATION AND WHICH ALSO PROVIDES TRANSPORTATION AND COMMUNICATION LINKAGES TO THE OUTSIDE WORLD, WE RECOMMEND THAT THE COMMISSION CALL FOR A REVERSAL OF THE DECISION TO DIVERT CERTAIN SERVICES WHICH ARE NOW AVAILABLE, THAT WATERDOWN THE EXISTING SERVICES AND THE RAMIFICATIONS OF THE DIVERSION OF SERVICES BE FURTHER STUDIED, AND ACTED UPON IN THE BEST INTERESTS OF THOSE COMMUNITIES.

BECAUSE WE ARE AWARE AND SUSPECT THAT DEVELOPMENT WILL OCCUR IN THE NORTH, REGARDLESS OF THE ACTIONS TAKEN TODAY, WE MUST INSIST THAT A WELL-DEFINED SOCIAL SUPPORT SYSTEM WHICH TAKES INTO CONSIDERATION THE COMPLEXITIES OF NATIVE LIFE STYLES IN THE NORTH; WITH SPECIAL EMPHASIS ON FAMILY LIFE; MORE ESPECIALLY THAT THE NEEDS OF NATIVE RESIDENTS BE CONSIDERED FOREMOSTLY.



WE UNDERSTAND THAT THESE AND ALL PRESENTATIONS ARE PRELIMINARY IN NATURE, AND THAT FURTHER, MORE FORMAL, ACTIVITY IS TO FOLLOW. SINCE OUR ORGANIZATION IS BASICALLY A VOLUNTEER ORGANIZATION, AND THAT WE HAVE ONLY A FEW PAID STAFF TO CARRY OUT THE MANDATE TO WHICH WE HAVE ADDRESSED OURSELVES, WE SOMETIMES FEEL IMPOVERISHED AND OVERWHELMED BY THE EXPECTATIONS OF US, AND, AT A LOSS, TO BE ABLE TO EFFECTIVELY MAKE OUR CASE KNOWN. YET, WE CONTINUE TO FIGHT FOR OUR RIGHTS, DESPITE THE ENCUMBRANCES PLACED BEFORE US. MR. COMMISSIONER, WE RECOGNIZE THE HEAVY RESPONSIBILITY WE ALL HAVE. WE DO NOT WANT TO RUSH THESE EXERCISES, KNOWING THE LONG TERM EFFECTS OF ILL-JUDGEMENT AND POOR PLANNING.

SIR, THROUGH THE LATEST PRESS RELEASED (AS OF THIS DATE) IT IS INDICATED THAT THESE HEARINGS MAY BE CANCELLED. IMMEDIATE FEARS ARISE THAT SIMPLE FOLKS, SUCH AS OURSELVES, WILL LOST THE ONLY INDEPENDENT MEANS, THIS COMMISSION, TO PRESENT OUR POSITIONS WITH THE VIEW THAT THEY WILL NOT ONLY BE OBSERVED, BUT ENACTED UPON. WE CANNOT IMPRESS UPON YOUR COMMISSION ENOUGH, THAT THIS PROPOSED CANCELLATION WILL BE EVIDENCE OF THE GOVERNMENT'S AND THE INDUSTRIES THAT CONTROL IT, LACK OF CONCERN FOR THE PEOPLE OF THE NORTH, AND WILL BE REGARDED AS A STEP TOWARDS UNCONTROLLED AND RUNAWAY DEVELOPMENT, MOREOVER, THE USURPTION OF THE RIGHTS OF THE PEOPLE, FOR IT IS WE, WHO HAVE ASKED FOR THE COMMISSION.

MAY I CONCEDE THAT THE EXERCISE IS A COSTLY ONE; BUT THE DISTRESS AND DESPAIR THAT HAS GONE ON IN THE PAST CANNOT BE MEASURED IN YOUR DOLLARS; THE HUNGAR, THE RAPES, THE TEARS OF CHILDREN AND MOTHERS BURNING, THE HOLLOW CRY OF AN ALCOHOL RIDDEN SOUL, AND "SNIFFED OUT" YOUNG ONES. THESE, SIR, ARE THE DEMONSTRATES OF HOW THE DOLLARS HAVE OR HAVE NOT BEEN SPENT. WE SAY, THAT IF WE LOSE THIS OPPORTUNITY, WE WILL HAVE TO TURN TO AND BRING OUR WORDS TO A FACELESS, BELLIGERENT BEAUCRACY, THAT WILL CONTINUE TO TERRORIZE THE LAND AND THE PEOPLE AND REAP THE BENEFITS OF OUR NORTHERN RESOURCES, AND LEAVE US, AGAIN, TO CLEAN UP THE MESS.



MR. COMMISSIONER, LET US PUT OUR HOUSE IN ORDER, AND LET US  
HELP YOU.

" THERE IS NO PRESENT OR FUTURE-----  
ONLY THE PAST, HAPPENING OVER AND  
OVER AGAIN.....NOW.

A QUOTE FROM " TRINITY"

-Uris.

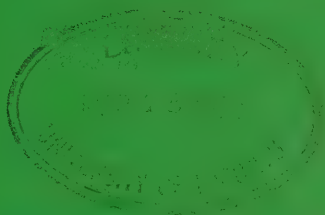


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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

TOWN OF GERALDTON



PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
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BY

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SUBMISSION TO THE HARTT COMMISSION - NOVEMBER 28, 1977.

Justice Hartt, Members of the Commission

I would first like to welcome you to the Town of Geraldton. It is not often that we have visitors to our community who can effect changes at some point down the road, as you may be able to do. I trust that you are getting to see what Northern life is all about. You have by now, seen that we live in a similar manner to other people in Ontario. Our communities have many of the same attributes that they do everywhere in Ontario. There are, however, some differences that are inescapable. In some instances, there probably are many more under- and undeveloped communities as compared to the rest of the province.

Having bid you welcome to the "Friendly Town of the North", I hope that you and the members of the Commission will take whatever opportunity presents itself to meet and talk with the people of our community. This is the way to discover the spirit of the North, and to find out what people of all walks of life think. The politicians and the leaders of various groups who act as spokesmen can only say what they "think" the people want. I am frequently of the opinion that it is heavily coloured by their own wants.

Justice Hartt, your Commission must prove itself to the people of the North. I do not speak of any particular group when I say people of the North. It matters not whether they be white, red, black, brown, yellow or any other colour. The fact that they have chosen to live here makes them Northerners. In my opinion, an equal stake in the future development of the land.

Those who demand that we return to a way of life that existed in the past are adopting an ostrich-like attitude. There is not enough land to support the people who live here in a traditional manner. There are not enough



fish in the rivers, or animals on the land to support that way of life. Whether we like it or not, a new way of life has come to the North. All of us who live here have to come to terms with that way of life. It is not possible to take large chunks of land and put them aside so that they may not be used for the betterment of us all. It is also not defensible to turn large tracts of land over to people or organizations to exploit to their advantage without the consent of the people involved.

We have chosen to live here because we like the area and our way of life. Some of the most rabid Northerners you will meet during the life of your Commission are people who have moved here from the south of the province or other parts of Canada and the world. We accept that there are certain disadvantages to living in this area of the world. Those who do not accept these disadvantages are simply exercising their freedom to complain. It is our isolation that helps drive the price of many things up. Government cannot do too much about that, but they do have an obligation to see that we are not subject to rip-offs. Since we are small scattered communities, our clout is limited. Since we are severely limited as to representation in Government, our clout is limited. There are areas where Government has a responsibility to be of help to its citizens. In the North, Government has a greater responsibility to help the citizens, not because we are helpless but because we are often overwhelmed by the forces that are ranged against us.

I assume that during this informal stage you are looking for expression of feeling and attitudes on the part of Northerners. Lord knows, you have resources and staff far beyond our means to delve into the various suggestions put forward and obtain the necessary supporting material or provide the rationale why "x" will not work.



Time and again we in the North have said that we want development, but controlled development. We are not looking to locate a large steel mill with all the attendant problems in our community. Our environment is important to us. We are also well aware that we do not have the population to support the large manufacturing concerns. Distance from the market also prohibits these concerns. What we do protest is that the small specialized type of industry that would fit well into our surroundings and provide the basis for a slow but steady population increase, often our own sons and daughters, is encouraged to locate in the south via Government grants and incentives. We have heard the argument over and over. We are too far from the market. We have too high a transportation cost. We do not have the labour force. We do not have the raw material. And, perhaps the most honest observation, who the hell wants to go there anyway.

May we concentrate for a few moments on the underlying philosophy of these arguments.

We are a free country with the freedom to live where we will. The only limit on that freedom is in the services delivered. If you chose to live in certain remote areas, then you must be prepared to do without the services that are provided in other areas. Government, however, has an obligation in all cases such as this - it must inform people where it will and will not expend money on providing the services. On occasion, Government has recognized that obligation by indicating that companies cannot just build communities helter skelter through the bush - existing communities must be utilized. That leads to the other obligation that Government has, one that has been tacitly recognized but not fully articulated - the obligation to help provide the economics for the continuation of these communities. It is this last obligation that has not been properly explored. This is an area in which your Commission can do an invaluable service to the North. It is in this area that Governments should be devoting a great deal of their time, energy and money.



One way this can be done is to provide incentives to the small type of industry that may want to come to the North. As a matter of fact, Government can help in the actual choice of the firms to come North by the incentive package that is delivered.

Transportation is most frequently mentioned as the problem. We in Geraldton, are fortunate enough to be opening a new airport next year. This will aid in movement of people and should lead to a further development of our community as a service center. Look at our other forms of transportation. Passenger service, which is at least within reaching distance, will be severely curtailed in the immediate future. You may plead that this is not a provincial matter. I put it to you, Justice Hartt, that you should be willing to report to the Government on all matters and thereby provide the Government of Ontario with the ammunition to negotiate with the federal Government.

Movement of freight by rail should be easy from Geraldton. After all, the freight comes through town and there is daily delivery from the depot in Longlac. Why then do Simpsons-Sears and Western Tire get all their goods by transport. Surely there must be a cost factor that makes it cheaper to truck the items from Toronto to Geraldton.

Ontario Northland is a transportation system that is owned and operated by the Province of Ontario - supposedly it is the people's system. What reason can be advanced for not extending this system into Northwestern Ontario. This system includes bus, rail and transport. Surely the extension of this system could help to provide the incentives that are necessary for industry to locate here. Competition with the private sector is not a valid argument. If there is a profit to be made the private sector would come in. Surely then, it is the responsibility of the people sector, namely Government to step in and help.



Many Northern towns owe their original existence to the mining industry. Those, where mining has ceased, had to develop other economic bases. In the majority of cases this was based on the other easily accessible natural resource - trees. The mines were usually located within the boundaries of the municipality or at least close to the municipalities. Harvestable trees tend to be located some distance from these municipalities. Revenues were obtained from the mining industry to help support municipal services either directly or via provincial mining grants. Municipalities do not obtain direct revenue from the logging sector nor as provincial logging grants for the trees that are harvested around them. The services must be provided, but the revenues are not forthcoming. We provide the basis for a very strong industry in our province. The resource that is harvested here provides for the economic wealth of many communities in Ontario. Surely we deserve a share of this wealth. The mechanics can be negotiated at some point. We could, however, begin the discussion by looking at some form of stumpage fee, payable by the industry to the Government and rebatable to the communities on a predetermined formula.

The provision of health services to the people is a uniformly accepted function of Government. We, in Geraldton, are extremely proud of the very fine hospital that is located here. Should you be unfortunate enough to get ill, you had best hope that you are in the right location in the North. Should you become seriously ill in Nakina and require ambulance transportation to a hospital, you must wait for the ambulance to travel from Geraldton to Nakina and back to the hospital in Geraldton. Justice Hartt, you and the members of your commission will be travelling to Nakina this week. You will have first hand experience of the difficulties I am alluding to. Should you be sufficiently ill to require medical services beyond the capacity of our hospital, you must then face another drive of 180 miles to Thunder Bay.



We fully recognize that it is impossible to provide hospital services in all communities. We do, however, believe that all citizens should have equal access to medical facilities. There is only one way this can be done - through a helicopter ambulance service. I think it is accepted that such a service would, for economics and in order to serve a wide area, have to be located in Thunder Bay. Such a service is in operation in the area immediately north of Toronto. Surely a trial period in the far flung northern areas of our province would demonstrate the need for this service.

These are areas where Government has a responsibility to the citizen. There are many areas where the citizen has a responsibility to himself. It is not realistic nor is it healthy to expect everything to be done for you.

The Government has officially said that certain services will be decentralized. We hope that it is not the intention to simply create a series of Queen's Parks around the province. That will not help to solve the problem as adequately as it could be. Decentralization into a series of towns would help to create the confidence that is necessary and also strengthen the economic base.

We in Geraldton would not object to being termed a depressed area, an underprivileged area or any other designation that was required in order to obtain help to provide incentives to various industries to come here. This type of thing is generally not done until the town faces economic devastation. Surely it is easier to attract new industries while the town is confident and moving forward instead of fearful and slipping backwards. What we are looking for is a program that is designed for the North, preferably by Northerners. I am sure that the Municipal Advisory Committee would be able and willing to take on such



a task. We simply need the commitment by Government that it is not a hopeless task. Much has been done in this area, but we have many miles to travel before we can rest.

I spoke at the outset, of Northerners. I am sure that I made it plain that I did not distinguish between types of Northerners. I would ask Government to refrain from doing so as well. ~~There must be a~~ separate but equal is not acceptable in the North and should not be acceptable anywhere in Canada. Frequently people misunderstand each other because they do not know how to speak to each other or do not have the opportunity to do so. This is an ideal role for Government to play - the provision of the means for diverse peoples to speak to each other. In this way we can develop common aims that satisfy the needs of all peoples. Your Commission can be of great service to the North, if you can get this point across and some action along these lines is initiated.

I said that you had to prove yourself to the North. This is important, to us and to you. If we do not have the trust in you, then the credibility of your Commission will not exist. In our eyes you will simply be another group from the south trying to tell us what to do. You will do irreparable harm to us because it will allow Government to say - you had your opportunity. Take your time. Sample the North. Listen to Northerners.

I have great hope for this Commission. We in Geraldton are prepared to help in any way we can. Please do not let us down.



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PRESENTED AT

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ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
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J'avoue que c'est avec un peu d'appréhension que je me présente devant cette Commission Royale d'enquête sur l'environnement du nord, parce que je ne vois pas très bien pourquoi cette commission a été créée. En effet, en lisant l'énoncé du mandat de la Commission, je n'y trouve aucune question qui n'ait pas déjà reçu de réponse au cours d'études antérieures. Je vous ferai grâce des hypothèses que j'ai été amené à formuler suite à cette constatation; ma présence ici témoigne du fait que je n'ai retenu que les plus positives d'entre elles.

L'aspect qui nous intéresse plus particulièrement dans le mandat de la Commission, c'est celui qui propose d'analyser les moyens de satisfaire les besoins sociaux, économiques et culturels des communautés du nord. En tant qu'institution du nord qui travaille depuis vingt-cinq ans pour le développement du nord dans des conditions souvent adverses et toujours difficiles, le Collège Universitaire de Hearst est préoccupé par ces questions depuis qu'il existe. Mais lorsqu'on nous propose d'examiner encore une fois "quelles seront les conséquences (des communautés à industrie unique) pour les besoins sociaux, économiques et culturels des habitants du Nord", vous comprendrez que nous sommes en droit de penser que l'on veut faire de nous l'objet d'une vaste duperie qui consiste



à nous laisser croire qu'on s'occupe de nos problèmes parce qu'on s'en informe.

Le 23 janvier 1971, le Ministère du trésor et de l'économie de l'Ontario publiait la Phase I d'un plan d'aménagement pour le nord-est de l'Ontario<sup>1</sup>. Cette analyse identifiait vingt-trois objectifs hautement prioritaires. Les six objectifs les plus importants dans cette liste étaient les suivants:

1. hausse de la productivité dans les secteurs agricole et tertiaire;
2. réduction de l'émigration et augmentation de la population;
3. augmentation des emplois pour les femmes;
4. augmentation des emplois pour les travailleurs spécialisés et les personnes possédant une instruction supérieure;
5. augmentation des emplois dans l'industrie manufacturière;
6. augmentation de la diversité des industries.

En mars 1976, le même ministère publie une prise de position au nom du gouvernement de l'Ontario sur le développement provincial et régional<sup>2</sup>. Encore une fois, ceux qui s'intéressent au développement du nord d'abord



pour les gens du nord se font servir une merveilleuse liste de priorités, dont on reconnaîtra rapidement la teneur. Voici les deux premiers des quatre grands objectifs proposés:

1. "To reduce disparities among the various regions of Ontario in prosperity and access to services; and to achieve a more even distribution of growth across the province;"
2. "To correct, using regional economic and social development, specific problems in the several regions, such as those arising from too narrow an economic base; to encourage each region to realize its optimum economic potential; where necessary to broaden the range of employment opportunities in regions and localities; and to maintain a minimum standard of convenience and amenity throughout all regions by improving the level of services and access to recreation where necessary."<sup>3</sup>

Au niveau du développement économique, ces objectifs devraient se traduire comme suit: "The government will continue to seek to reduce economic disparities among the various parts of the province, to diversify the economic base of over-specialized regions and communities, and to help areas dependant on declining industries. In



particular, it will be the aim of the government to continue to stimulate economic growth in northern Ontario, in the eastern region, and in certain other parts of the province where some economic problems are evident.

Many parts of the northern and eastern regions need more economic activity to provide more jobs, and a wider range of economic activities in order to provide a greater choice of jobs. Many areas, in the north and east and elsewhere, are dominated by a single type of economic activity or industry, often one that is unstable or declining in importance; thus employment is inadequate, unreliable or diminishing."<sup>4</sup>

Les études ci-haut mentionnées ont révélé au gouvernement de l'Ontario ce que les gens du nord attendent de lui pour assurer le développement du nord. Pourtant, des quatre grands projets de développement proposés récemment, et qui ont suscité la création de la Commission Royale, pas un seul ne répond aux besoins des gens du nord, puisqu'ils n'assureront pas la diversification de l'économie en développant les secteurs secondaires et tertiaires.

*exploiter un levier*



*depute*

Nous contestons donc le bien-fondé de ces projets puisqu'ils n'assureront pas un développement global du nord, pas plus que les développements industriels antérieurs. Nous demandons que nos gouvernements nous aident à régler les problèmes existants avant de permettre à d'autres problèmes de se développer.

Dans un récent mémoire que le Collège Universitaire de Hearst a présenté au Conseil Ontarien des Affaires Universitaires (annexe 1), nous avons tenté de montrer à quoi pourrait ressembler une politique de développement au niveau de l'enseignement universitaire dans le nord. N'en étant pas à notre premier mémoire, nous sommes bien conscients de l'absence de pouvoir économique et politique des gens du nord, mais nous osons espérer que votre commission pourra nous aider à rétablir l'équilibre, ne serait-ce qu'un tant soit peu.

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## Références

1. Department of Treasury and Economics. Design For Development: Northeastern Ontario Region. Phase 1: Analysis. January 23, 1971.
2. Ministry of Treasury, Economics and Intergovernmental Affairs, Regional Planning Branch, Design For Development, Ontario's Future: Trends and Options. A Statement by the Government of Ontario on Provincial and Regional Development. March, 1976.
3. Ibidem, p. 27.
4. Ibidem, p. 28.



Mémoire présenté au

CONSEIL ONTARIEN DES AFFAIRES UNIVERSITAIRES

par

LE COLLEGE UNIVERSITAIRE DE HEARST

Le 10 juin 1977



## 1. INTRODUCTION

Au cours des années, le rôle et la situation du Collège Universitaire de Hearst se sont continuellement transformés. D'une institution d'enseignement de langue française au niveau secondaire, le Collège est devenu une institution à la fois des niveaux secondaire et universitaire à partir de 1958. En 1967, le Collège commence à offrir des cours aux étudiants à temps partiel dans toute la région située à l'intérieur du vaste triangle Geraldton-Iroquois Falls-Mosoness, et cette population étudiante augmente jusqu'en 1974-75 pour ensuite décroître. Par ailleurs, la section des études secondaires disparaît du Collège avec l'apparition des écoles secondaires publiques de langue française en 1969, et depuis ce temps jusqu'en 1975-76, la population étudiante à plein temps ne cesse de diminuer (voir l'annexe A). Une reprise assez significative semble cependant s'amorcer en 1976-77.

## 2. SITUATION D'ENSEMBLE DANS LE NORD

Malgré ses capacités d'adaptation, il semble que le Collège sera constamment menacé de disparaître aussi longtemps qu'il devra continuer à oeuvrer dans le contexte chaotique qui est celui du nord ontarien d'une part et des francophones de l'Ontario d'autre part. Contrairement à ce qui semble se passer dans le sud de la province, dans le nord "plus ça change, plus les choses vont mal".



Voici une énumération très partielle des problèmes qui nous assaillent plus particulièrement et qui nous font croire qu'effectivement les choses vont mal:

- 1- La population est sensiblement moins scolarisée dans le nord qu'elle ne l'est dans l'ensemble de la province en général, et dans le sud en particulier (voir l'annexe B).
- 2- La situation ne semble pas s'améliorer sensiblement, puisque l'on retrouve encore un écart sérieux, dans la population de 5 ans et plus qui fréquente l'école à plein temps, entre le pourcentage des gens du nord qui fréquentent l'université à plein temps (4.2%) et le pourcentage des gens de l'ensemble de la province qui fréquentent l'université à plein temps (6.2%). L'écart est encore plus marqué si l'on compare avec certaines divisions de recensement du sud, en particulier celles de Toronto (8.4%) et d'Ottawa-Carleton (10.0%). (voir l'annexe C). De plus, en ce qui concerne les francophones, l'étude faite pour le compte du Conseil Consultatif des Affaires Franco-Ontariennes<sup>1</sup> en 1975-76 démontre que la situation ne s'est guère améliorée au cours des dernières années, puisque les francophones du nord continuent à délaisser les études avant même d'avoir complété leur

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1. L. Gabriel Bordeleau et Gaetan Gervais, Sondage sur les intentions éducatives et professionnelles des élèves franco-ontariens des écoles secondaires de l'Ontario en 12e et 13e année (1975-76), Décembre 1976.



études secondaires.

3- Par ailleurs, les besoins en personnel qualifié sont nombreux et pressants dans les domaines de la santé, du droit, des services publics, de la recherche, de l'enseignement, de la planification, de la gestion des ressources, des communications, de l'industrie et du commerce, mais cela n'a pourtant pas pour effet de motiver les jeunes à se perfectionner dans ces domaines. Le problème s'explique sûrement en partie du fait que même si les besoins existent, les postes pour combler ces besoins n'existent pas. Au problème des étudiants universitaires de première génération s'ajoute le problème de la création de débouchés de première génération eux aussi.

Malgré l'existence de besoins innombrables, une institution comme le Collège Universitaire de Hearst, qui serait en mesure de par ses objectifs de participer à la formation d'hommes et de femmes du nord capables de répondre à ces besoins, voit son existence menacée d'année en année, non pas parce qu'elle ne répond plus aux besoins, mais parce qu'elle travaille dans un contexte où tous les éléments semblent jouer contre elle. Le problème fondamental que le Collège doit affronter, ce n'est pas de se trouver une autre mission parce que les gens n'ont plus besoin de formation universitaire, c'est que, malgré ce besoin, les gens du nord ne vont pas à l'université. On n'a qu'à relire les documents préparés par le Ministère du trésor, de l'économie et des affaires inter-



gouvernementales<sup>2</sup> pour comprendre que le développement harmonieux du nord ne peut pas se faire sans que ces besoins soient comblés.

### 3. SITUATION PARTICULIERE DU COLLEGE UNIVERSITAIRE DE HEARST

Malgré le fait que nous sommes de plus en plus convaincus que les variations passées et présentes dans les inscriptions au Collège sont assez peu significatives en termes de manifestation des besoins du milieu, une analyse des causes de ces fluctuations nous montre bien que nous ne pouvons plus nous en remettre à des formules qui semblent apporter des résultats acceptables pour les gens du sud, mais ne sont d'aucun secours pour solutionner les problèmes du nord, particulièrement les problèmes tels que la faible proportion de personnel hautement qualifié et l'absence, non pas de besoins pour leurs services, mais de postes précis pour recevoir ces gens une fois qualifiés.

#### 3.1 Les étudiants à temps partiel

Le déclin des inscriptions à temps partiel s'explique du fait que nos programmes intéressaient surtout les instituteurs de la région qui, voyant des avantages immédiats aux niveaux pécuniaire,

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2. Ministry of Treasury, Economics and Intergovernmental Affairs, Design for Development. Northeastern Ontario: A Proposed Planning and Development Strategy, March 1976.

Du même ministère, Design for Development. Ontario's Future: Trends and Options, March 1976



professionnel et personnel à se perfectionner, se sont pendant un certain temps inscrits à trois, quatre ou même cinq cours par année pour compléter leur grade aussitôt que possible. Plusieurs d'entre eux ont ainsi obtenu leur grade, et même si certains continuent à prendre un cours de temps en temps, nous n'avons pas réussi à combler le vide qu'ils ont laissé. Nous avons cependant réussi à intéresser des gens du monde des affaires avec l'introduction de notre programme d'études commerciales en 1976-77, mais ces gens sont plus craintifs face à l'université et ils ne voient pas toujours les avantages immédiats d'une formation à ce niveau.

Nous prévoyons donc que les inscriptions à temps partiel continueront à diminuer au cours des cinq prochaines années. Cependant, le nombre d'étudiants à temps partiel ne diminuera probablement pas, mais chaque étudiant va s'inscrire à moins de cours par année.

### 3.2 Les étudiants à plein temps

Depuis la création des écoles secondaires de langue française, le Collège doit recruter ses étudiants à plein temps dans les écoles secondaires à travers toute la région. Le Collège est donc souvent comparé aux autres institutions universitaires, et Hearst aux autres villes de la province, lorsque les étudiants font leur choix. Si l'on examine le rapport Bordeleau-Gervais, on voit que parmi les élèves qui choisissent d'aller à l'université, la majorité opte pour



des institutions où l'enseignement et l'ambiance sont à caractère "bilingues" (p. 23). De plus, même si dans le sud les jeunes sont influencés dans leur choix d'institution par le fait qu'elle se trouve près de leur domicile permanent, la proximité n'influence pas les jeunes du nord. Voici donc deux caractéristiques importantes sur lesquelles a toujours misé le Collège pour recruter des étudiants à plein temps, soit "faire des études universitaires près de chez soi dans une institution de langue et de culture françaises", caractéristiques qui, à la lumière de cette étude, semblent perdre toute leur valeur.

Cependant, si on y regarde de plus près, on voit que le Collège attire présentement une très forte proportion des jeunes de la région Hearst-Kapuskasing-Smooth Rock Falls qui poursuivent des études universitaires dans les domaines des humanités et des sciences sociales. Le problème n'est donc pas surtout d'attirer un plus grand nombre des jeunes qui vont dans les grosses institutions des grandes villes du sud, le vrai problème c'est encore une fois d'intéresser un plus grand nombre de personnes dans tout le nord de l'Ontario à poursuivre des études universitaires.

### 3.3 La situation financière

A la lumière de tous ces faits, il est urgent que le Collège sorte du cercle vicieux de la survivance dans lequel il est



continuellement embourbé. Il faut que, le plus vite possible, il puisse compter sur des ressources financières qui lui permettront d'abord de traiter ses ressources humaines et physiques avec un minimum de décence, afin d'assurer le maintien de services adéquats. Signalons, à titre d'exemples, que malgré les augmentations importantes de nos subventions spéciales au cours des dernières années, pour survivre nous devons continuellement couper les budgets pour l'achat de livres et de périodiques à la bibliothèque, et pour l'entretien de nos locaux. De plus, malgré les besoins évidents en ce domaine, nous n'avons pas encore une politique de congés sabbatiques acceptable aux professeurs, faute de fonds. Par ailleurs, notre échelle des salaires est relativement basse si on la compare aux autres institutions d'enseignement de la région et de la province.

#### 4. L'AVENIR

Seules des politiques vouées à l'élimination dans merci des disparités entre le nord et le sud de la province vont nous permettre d'apporter des solutions durables aux problèmes qui nous assaillent. Si le Collège veut avoir quelque chance de réussir dans cette tâche, il faut que le ministère des collèges et des universités assure un appui financier à ses efforts.

A cet effet, nous demandons que la formule de financement des institutions du nord soit sensiblement modifiée afin d'assurer,



par tous les moyens possibles, la poursuite d'études universitaires par les candidats du nord qui possèdent les aptitudes et l'intérêt nécessaires. Voici les changements que nous proposons pour atteindre cet objectif:

- 1- Les frais de scolarité devraient être complètement éliminés pour les institutions du nord. Cette formule risquerait d'attirer plus de gens du nord de même qu'un certain nombre de candidats du sud. Ces derniers, en plus d'assurer une saine diversité dans le milieu étudiant, retourneraient ensuite dans le sud avec un peu plus de sympathie peut-être pour le nord et pour ses habitants.

Certains croient que l'élimination des frais de scolarité aura le désavantage de placer les institutions du nord dans une catégorie inférieure à celle des autres institutions de la province. Le fait est que, pour toutes sortes de raisons qui n'ont rien à voir avec la qualité des services offerts, nous sommes déjà dans une catégorie inférieure aux yeux des gens. Les frais de scolarité sont présentement identiques au Collège Universitaire de Hearst et à l'Université de Toronto, ce qui n'empêche pas les gens de savoir que l'Université de Toronto est une grande université et que le Collège Universitaire de Hearst n'en est pas une. Ce que nous pourrions démontrer cependant si nous sommes suffisamment appuyés financièrement, c'est que le Collège Universitaire de Hearst est en meilleure position que l'Université de Toronto pour veiller à la promotion de l'ensemble des intérêts des gens du nord. Même avec ses moyens fort



limités, le Collège a su promouvoir ces intérêts dans le passé en s'impliquant, au-delà de l'enseignement universitaire et de la recherche, dans la promotion des arts et de la culture aux niveaux de la création et de la diffusion, dans l'organisation de colloques sur le développement du nord et sur la situation des franco-ontariens, et dans l'engagement des professeurs du Collège dans le milieu à titre de conseillers et de leaders.

- 2- Les prêts aux étudiants devraient être complètement remplacés par des bourses pour les gens du nord qui font leurs études dans le nord, ou pour les gens du nord qui font leurs études dans le sud lorsqu'ils s'inscrivent dans des programmes qui ne sont pas offerts dans le nord.
  
- 3- La subvention du nord devrait être augmentée de façon substantielle pour permettre aux institutions du nord d'entreprendre une vaste campagne de valorisation de l'éducation universitaire. Cette campagne pourrait se faire de multiples façons, entre autres:
  - a) par une analyse continuelle des besoins et des débouchés qui démontrerait les possibilités d'aboutissement dans le nord d'une formation universitaire;
  - b) par une vaste campagne de recrutement pour intéresser plus de gens à poursuivre des études universitaires;
  - c) par tout autre projet qui cadre avec les objectifs de l'université mais qui ne serait pas réalisé ou réalisable sans son intervention.



Nous proposons tout simplement de délier les pieds et les poings de l'université dans le nord afin qu'elle puisse jouer pleinement son rôle d'institution vouée au développement global de son milieu. La perception qu'ont les gens d'une formation universitaire est sûrement intimement liée à la perception qu'ils ont des institutions universitaires; il est donc essentiel qu'elles aient les moyens d'agir nécessaires pour être perçues comme accessibles et à leur service.

En plus de ces changements, la formule d'un contrat spécifique tel que suggéré par le Conseil Ontarien des Affaires Universitaires dans son troisième rapport annuel nous apparaîtrait fort heureuse pour nous aider à financer certains projets. A ce chapitre, nous ne demanderions pas plus des chèques en blanc, mais nous espérerions que le ministère, ou que d'autres ministères, accepteraient de soutenir nos efforts pour offrir aux gens du nord des services essentiels auxquels ils pourraient avoir droit. C'est pour assurer quelques-uns de ces services d'une part, et pour rapatrier des emplois intéressants dans le nord d'autre part, que le Collège a entrepris de mettre sur pied un institut de recherche et de développement (voir l'annexe D) ainsi qu'une clinique psychologique, et qu'il envisage de participer à l'organisation d'un bureau de traduction et d'une maison d'édition.



## 5. CONCLUSION

Dans cinq ans, il y aura encore grand besoin d'institutions universitaires dans le nord de l'Ontario, mais si la formule de financement actuelle n'est pas sérieusement modifiée, le Collège Universitaire de Hearst ne pourra que continuer à végéter tout en vaquant au plus pressé. Cette question prend toute son importance du fait qu'il y va beaucoup plus que de la survivance d'une institution d'enseignement universitaire minuscule, il y va surtout du dynamisme et du développement à long terme d'une région toute entière. Le témoignage le plus éloquent que nous pouvons présenter à cet effet reste toujours le nombre impressionnant de diplômés du Collège qui continuent à oeuvrer dans notre région (voir l'annexe E).



Tableau des inscriptions au Collège Universitaire de Hearst de 1967-68 à 1976-77 (en FTE), et projections de 1977 à 1982.

Année	Etudiants à plein temps	Etudiants à temps partiel			Total
		Eté	Hiver	Total	
1967-68	33		2	2	35
1968-69	28	6	16	22	50
1969-70	43	13	43	56	99
1970-71	42	25	67	92	134
1971-72	38	22	57	79	117
1972-73	37	28	75	103	140
1973-74	30	41	81	122	152
1974-75	28	66	74	140	168
1975-76	22	61	68	129	151
1976-77	30	46	59	105	135
<u>PROJECTIONS</u>					
1977-78	40	20	73	93	133
1978-79	45	20	75	95	140
1979-80	55	18	72	90	145
1980-81	60	18	77	95	155
1981-82	65	15	80	95	160



## ANNEXE B

Pourcentage de la population de 5 ans et plus ne fréquentant pas l'école à plein temps, selon le niveau de scolarité, pour certaines divisions de recensement, 1971. (1)

Divisions de recensement	Population de 5 ans et plus	Elémentaire	Secondaire	Postsec. non universitaire	Universitaire
Algoma	72,460	40.9	44.3	8.1	6.6
Cochrane	56,305	50.0	38.6	6.4	5.0
Manitoulin	6,590	51.8	37.3	6.4	4.7
Nipissing	46,695	41.3	42.7	9.1	6.8
Sudbury	117,790	41.9	42.3	8.6	7.1
Temiskaming	28,105	47.7	39.5	7.3	5.5
TOTAL NORD-EST DE L'ONTARIO	327,945	43.7	41.8	8.1	6.4
TOTAL DE L'ONTARIO	4,954,385	35.2	44.6	10.5	9.7
Toronto	1,420,025	32.9	43.6	11.0	12.5
Ottawa-Carleton	298,130	24.3	44.5	12.7	18.4

(1) Données tirées de Statistiques Canada, Recensement du Canada 1971, Vol. 1, Partie 2, tableau 39B.



Pourcentage de la population de 5 ans et plus fréquentant l'école à plein temps, de niveau universitaire, selon certaines divisions de recensement, 1971. (1)

Divisions de recensement	Population de 5 ans et plus	Niveau universitaire		% Total
		% sans grade	% avec grade	
Algoma	38,030	3.60	1.07	4.67
Cochrane	30,155	2.81	0.59	3.40
Manitoulin	3,315	1.35	0.45	1.80
Nipissing	25,245	2.73	0.79	3.52
Sudbury	60,825	3.81	1.01	4.82
Timiskaming	14,480	3.34	0.58	3.92
TOTAL NORD-EST DE L'ONTARIO	172,050	3.34	0.87	4.21
TOTAL DE L'ONTARIO	2,111,770	4.21	2.00	6.21
Toronto	504,005	5.29	3.11	8.40
Ottawa-Carleton	137,315	6.29	3.73	10.02

(1) Données tirées de Statistiques Canada, Recensement du Canada 1971, Vol. 1 - Partie 2, tableau 39 A.



INSTITUT NORD ONTARIEN DE RECHERCHE ET DE DEVELOPPEMENT

1. Objectif général

Doter la région du nord de l'Ontario et ses habitants des moyens nécessaires pour effectuer ou faire effectuer des recherches, analyses, critiques ou études dans les divers domaines qui affectent sa situation et son développement.

2. Objectifs spécifiques

2.1 Effectuer ou favoriser la réalisation de recherches, études ou analyses dans divers domaines d'intérêt local ou régional. L'Institut pourrait soit initier des recherches, soit favoriser des recherches faites par d'autres personnes ou d'autres organismes en mettant ses ressources à leur disposition, pourvu que les objectifs de leur travail correspondent à ceux de l'Institut.

2.2 Agir comme conseiller auprès d'organismes du milieu impliqués dans divers projets, tels les comités de citoyens, les associations volontaires, les commissions scolaires. De plus, l'Institut pourrait mettre sur pied un service d'assistance professionnelle et technique pour aider la petite entreprise et les commerçants.

2.3 Participer à l'élaboration et à la réalisation de recherches, d'études ou d'analyses entreprises par diverses agences gouvernementales ou para-gouvernementales. Les ressources humaines et techniques de l'Institut pourraient être impliquées dans la préparation de certaines phases de ces projets.

2.4 Analyser, évaluer et critiquer les recherches, études ou analyses de quelque provenance que ce soit pouvant affecter le développement de la région et de ses communautés.

Ce rôle pourrait également inclure les activités, actions, programmes, plans, positions et politiques des différents acteurs impliqués dans le développement régional. Cet objectif implique cependant la nécessité d'avoir un auditoire averti et des canaux de communication efficaces entre l'Institut et la population.

2.5 Rendre accessible toute l'information disponible sur la région et sur le développement, et diffuser largement les résultats des recherches effectuées. Cet objectif implique des ressources financières considérables et pourrait nécessiter quelques années avant de pleinement se réaliser. Toutefois, des efforts devront être entrepris dès le début afin de mettre sur pied les moyens nécessaires à la réalisation de cet objectif.



OCCUPATION DES DIPLOMES DE 1961 à 1977 DU COLLEGE UNIVERSITAIRE DE  
HEARST, SELON LA REGION ET POURCENTAGE DANS CHACUNE DES CATEGORIES

OCCUPATION	Nombre dans le dis. de Cochrane		Nombre à l'ext. du dis. de Cochrane		TOTAL
<u>EDUCATION</u>	81.4%		27%		
primaire	107		4		111
secondaire	30		9		39
post-secondaire	9		1		10
administration	1				1
bibliothécaires	2				2
<u>SANTE</u>	2.2%				
Optométrie	1				1
Pharmacie	1				1
Art dentaire	1				1
Médecine	1				1
<u>ADMINISTRATION et COMMERCE</u>	5.5%		1%		
Comptabilité	4		1		5
Commis	2				2
Administration	1				1
Secrétariat	3				3
<u>FONCTION PUBLIQUE</u>	3	1.6%	1	1%	4
<u>PRETRISE</u>	3	1.6%			3
<u>AUTRES CATEGORIES</u>	5.5%		22%		
Travail social	1		4		5
Animation socio-culturelle	4		1		5
Droit	1		1		2
Journalisme	1				1
Artistes	2				2
Aux études	1		5		6
<u>OCCUPATION INCONNUE</u>	4	2.2%	25	49%	29
<b>TOTAL</b>	183	100%	52	100%	236



SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

NORDINORD AND BOREAL

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY  
  
NORDINORD AND BOREAL  
c/o Nordinord,  
7 Aurora,  
Kapuskasing, Ontario

PRESENTED AT  
  
GERALDTON, ONTARIO  
  
ON  
  
NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
M4W 1A5



EXHIBIT # 124

DOCUMENTS ATTACHED  
TO ORIGINAL EXHIBIT  
AND NOT REPRODUCED  
CAN BE VIEWED AT THE  
COMMISSION OFFICES AT  
55 BLOOR STREET WEST,  
TORONTO

DATE: Dec. 16/77  
SIGNATURE: A. Taggart



Mémoire présenté à la Commission Royale sur l'Environnement  
du Nord par NORDINORD, Institut Nord-Ontarien de Recherche  
et Développement et BOREAL, revue d'études du Nord ontarien.

Présentation faite lors des audiences tenues à Geraldton,  
le 28 novembre, 1977.

Préparé par:  
Prepared by:

BOREAL



John Flood,  
editor of BOREAL

et/and



Gilbert Héroux,  
directeur de NORDINORD

Brief submitted to the Royal Commission on the Northern  
Environment by NORDINORD, the Northern Ontario Research  
and Development Institute and BOREAL, the Journal of  
Northern Ontario Studies.

Presented in Geraldton on November 28, 1977.

No. 124

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Nordinord + Boreal*

this 28 day of Nov 1977

*S. G. H.*



BORÉAL



NORDINORD



Commissioner Hartt

Members of the Commission

Ladies and Gentlemen,

According to the mandate of the Royal Commission on the Northern Environment, people whose interests relate to northern environment are invited to submit their views. Our interests are twofold; together we represent NORDINORD, the Northern Ontario Research and Development Institute and BOREAL, the Journal of Northern Ontario Studies. What follows is representative of our commitment to better development in the North; although skeletal, it will later constitute the backbone of our final submission.

An indication of that commitment took place on February 19, 1977, when, under the hospices of Le Collège Universitaire de Hearst, we organized the Conference, Northern Ontario's Future; Development or Growth? At that time, the public participated in an exchange of views with representatives from government, industry and labour. A backward glance now reveals the inadequacies in the definitions of the terms of reference. In a word, the definitions of development were conceived of in a vacuum



wherein inconsistency and incompleteness became apparent. What evolved was confusion between strategies for development and tools for growth rather than a clarification of both concepts in relation to each other.

The division of government, industry and labour into mutually exclusive sectors is indicative of the conditions that necessitated the formation of the Royal Commission. Unless this Commission succeeds in channelling such divergent conditions into a coherent entity, each self-oriented effort is aimed at self-destruction or at best, will achieve mere tokenism. In this regard, the Commission should not focus on aims, but on the more generic concept that will not only include aims but that will enable them to exist.

The principle that we propose for consideration is one that we refer to as the Spiral Concept. This is not just another sectorial hypothesis, but an all-encompassing implementable thesis.

Without elaborating particulars at this time, the Spiral Concept can be described as follows: the Spiral



Concept is a force whose dynamics is the result of balanced interactions between inputs and spin-offs over a period of time. We conceptualize the movement of such interactions by using the spire as its graphic representation. Imagine, if you will, a tornado; its momentum is uncontrollable and results in indiscriminate destructions. Inputs and spin-offs occur in haphazard fashion. In order to re-establish equilibrium, it is necessary to understand the dynamics; once we do that, we can with greater certainty control the pattern of its movement. Consequently certain inputs and spin-offs can become humanly manageable. Other inputs that remain constant, such as physical assets or space, interact according to the relative weight of manageable inputs throughout the movement.

Our task is to manage the inputs so that the spire's spin-offs will be beneficial rather than lost or destructive. When inputs are managed by the South, bureaucratic control is excessive and creates unbalance that results in premature or post-mature spin-offs, which the South might erroneously identify as necessary and good for the North when, in fact, they may be beneficial only for the South. Similarly, political inputs become tempering when, through their artificiality



and bad timing, they destroy the movement and disrupt balance.

The emphasis placed on preserving the balance of the Southern spire leads to a situation that is detrimental to the preservation of the northern balance. For example, the lack of raw materials in the South provokes an increasing pressure for the exploitation of northern resources. The amplitude of the problems generated by the relative overpopulation of urbanized areas of the South forces government intervention in order to maintain the balance of the southern spire. Such government actions in the South demands unnatural and artificial input from the northern spire, i.e. our spin-offs are re-routed to sustain the southern balance and they are prevented from re-entering our own system. This is apparent in the communication patterns that are presently North-South and which, for our own good, should be East-West, i.e. laterally northern. With this in mind we define development as a homogeneous relationship of changing factors in a spiral movement. A corollary is that development is greater than the sum of its parts.

Therefore, in order to arrive at total-man/total-



environment equilibrium, no one part should monopolize developmental strategies. In such cases, the end result is not development but growth. For example, for industry to concentrate on the exploitation of coal, lignite and forest products or on the transportation of products such as natural gas or oil is to place unnatural stress on the spire. Similarly, for government to accelerate the northern spire is to prevent linear spin-offs from taking place when they are naturally ripe.

The Spiral Concept requires that policy and decision-making powers reside within the range of the spire. Consequently, northern leadership is essential to the determination and execution of appropriate and proper strategies that result in development.

### Conclusion

What is the role of this Royal Commission in the Spiral Concept? It is to enable the northern spire to gain its natural balance

- a) by limiting southern interference in the northern spire
- b) by declaring a moratorium on those forces that presently cause northern unbalance.



What is our role in the Spiral Concept? The Northern Ontario Research and Development Institute and BOREAL will continue in their commitment to the North by translating the components of the Spiral Concept through meaningful developmental actions.

Thank you very much and good luck to both of us.



CAZON  
21  
-77N22

SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

**FORT HOPE BAND**

PRESENTED AT

**Geraldton**

**NOVEMBER 28, 1977**



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

FORT HOPE BAND  
Ebament Lake, Ontario  
via Nakina, Ontario      POT 110

PRESENTED AT

Geraldton

on

November 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
M4W 1A5



SUBMISSION MADE TO THE HARTT COMMISSION - NOVEMBER 28, 1977

PRESENTED BY THE FORT HOPE BAND:

Fort Hope

Lansdowne House

Webequie

Summer Beaver

No. 125

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Fort Hope Band*

this 28 day of Nov 1977

*Squaw*



Mr. Commissioner we would like to open our presentation this evening by focussing your attention on the Canadian National Anthem. The National Anthem is your traditional way of opening meetings but our people prefer to open a meeting with a prayer. We feel that the National Anthem has little meaning left and at this time I would like to express why.

Canadians all across this great land of Canada sing this song of love and peace for our country.

It is clear in the words of this song that we mean what we say when we say "O Canada, our home and native land, the true north strong and free, O Canada that is glorious and free; where great rivers flow, where great pines and spruce trees grow and finally that we stand on guard for Canada.

It appears that we can no longer stand on guard for thee O Canada because of the pressures brought on by its own government so we now have to kneel and pray.

If we are going to continue to sing this song then we, and I mean all Canadians, who are patriotic to this country must stop and think whether we want to continue to keep this land strong and free and stand on guard so that it is not molested in any way.

Since these Hartt hearings are dealing directly with the last of the true north it is especially required of us to remember truly our national anthem.

May the Great Spirit continue to shine his blessing on our home and native land so that it remains strong and free.

MEEGWETCH



Mr. Commissioner I would like to begin by giving a brief description of the communities that are part of the Fort Hope Band. These communities are Fort Hope, Lansdowne House, Webequie and Summer Beaver.

Fort Hope Reserve #64 is situated on Eabannet Lake, 140 air miles north of Geraldton. The population on reserve is 600. Fort Hope is accessible only by air but there is an airstrip; there is one school and two stores - the Hudson's Bay Company and a Band Co-Op store.

Lansdowne House is situated on Attawapiskat Lake 40 air miles north of Fort Hope and 180 air miles north of Geraldton. The population is 375 and it is accessible only by air - an airstrip was completed this year. This community has one school and two stores.

Webequie is situated on Winisk Lake, 85 air miles northeast of Fort Hope, 220 air miles northeast of Geraldton. Webequie's population is 450 and is only accessible by air. With no airstrip air travel is restricted to planes with pontoons for summer and ski equipped landing for winter. There is one school and two stores - the Hudson's Bay Company store and a privately owned store.

Summer Beaver is situated on Nibinanik Lake, 90 air miles northwest of Fort Hope, 250 air miles northwest of Geraldton. The population here is 300. It also is accessible only by air; here again there is no airstrip and planes are again restricted to pontoons and skiis. This community is quite unique in that all of the buildings



on the reserve are constructed from logs. This includes the homes and any other buildings such as the school, churches, etc.

Mr. Commissioner, as you can see I have people on each side of me who play a significant role in the lives of the Anishnabe. One on one side is an elder whose wisdom and knowledge we still use and on the other side you see youth. The youth will be important in determining the fate of our people.

I would like to now explain how we put together our presentation. Everything that you will hear today from our presentation has come directly from the people. We had many meetings in the evenings with all the Band members and it was during these meetings that every person had an opportunity to speak. They told us how they feel about the proposed development projects north of the 50th parallel and how they should be conducted. Even the Grade 7 and 8 class participated in these meetings. All of the comments from these meetings were translated and recorded. These comments have been put together to form this submission. My voice is only expressing the thoughts of many others.

One of our people expressed his thoughts by saying, "The proposed developments are like an approaching thunderstorm, you cannot stop it, you cannot hide. If we are not sheltered we will get wet. We have to build a house that is strong to keep out the storm. This means we have to get together as one body and speak together to be heard." This says very much about how we look upon mass development. I hope that this comparison of a thunderstorm



to the proposed developments will remain in your thoughts. It has a very special meaning.

Another very important thought that has been put forth and we feel that it is good because it shows what we can expect to happen in the future is "If we look at how the beaver works, we can watch the effect that he has on the land when he builds his dam. The trees die where his small dam had caused flooding. The water that has formed a pool above the dam is stagnated because it is not free to flow and therefore it is not very good to drink. It takes time to build up that area again. We can learn very much from this. It shows the disturbance that a small beaver dam can have on the land - imagine what a large hydro electric dam will do! We hope the government will not be like the beaver and destroy everything for its own use and satisfaction".

"We love our land and we don't want to let it go. We don't want our land to be taken, we don't want to lose the trees, the animals and the fish. What good are the people without the environment." This was spoken by our youth. They already know about the deep loss that would be felt by their people if the land we live on is flooded. We, the Indian people have used everything that nature has put here. We did not destroy the trees or animals for the sake of destroying them. We had a use for everything. We used spruce trees for shelter, we used aki (moss) for diapers, fish skins for foot wear, rabbit skins for coats, hats, blankets; we used birch for snowshoes, canoes and baskets to mention a few. There will be many things lost - those things that we use for



medicine will also be destroyed and we will suffer. The land was put here for our use.

It is important for us to keep the land for our children - they are our future. "I think we should try to show you how much we love our land and want to save it for our children that are young today by telling you that our children want to live in peace and happiness and want to have pure water and nature. We love our children and the land and if the government loves his children he should do the same thing for them because we know God loves all his children." These concerns were expressed many times by the people of Fort Hope. We are afraid of what will happen to the future of our children if the land is destroyed in any way. They will be left with nothing and they will have to find another place to live. "If the land is flooded it will destroy the past of the Indian people. The future will be bad for our children if it happens." We also are very concerned about the graves of our ancestors that will be destroyed if the land is flooded. These graves are very important for the Anishnabe people and it would hurt our people if this link with the past was destroyed.

"Nobody can replace this land and everything in it. The earth is like a garden. All our food comes from it. We still need this garden - once it is gone we cannot get it back." Many of the past generations of our people used the land solely for their own survival. Our people today still depend on the land (this garden) to a great extent to hunt, fish, and trap. They have a very strong spiritual attachment (as well as the physical dependence) with



the land and its loss would never be overcome or repaid.

One member of the Fort Hope reserve told of the effect that he saw a dam have on the environment. "I have seen where a dam was built and closed down, nothing grows back after it has been flooded - just dead trees. Even after the water went down it just left a swamp in the low lying areas where nothing grew back. It's hard to say how much ground and trees went under water because of the high ground and the low lying areas. We have good reasons for not wanting our area flooded because we have good use for those trees." The native people were meant to live off the land with the wildlife; the white people grow their own food so if the wildlife is destroyed the white man will not suffer - he will still have his beef. Why is it that the government cannot stand to see a piece of land not being used; a dollar value must be put on the land and then it is opened up for development?

We do not want to try and hide anything from you, Mr. Commissioner. Today we have social problems in our communities but we feel there are many reasons for that. When the treaty was signed in 1905 our people were placed on pieces of land called reserves. This was where we were expected to settle - within the boundaries of these reserves. One of our elders expressed her thoughts about reserves when she said that to her the whole of Canada is a reserve - the spirit of God gave the Anishnabe Canada. The reserve that she lives on does not mean anything different to her - it is just a piece of land.



I would like to remind you, Mr. Commissioner, of the presentation made in Timmins by Chief Willis McKay of the Mattagami Reserve. He outlined the effects that the coming of the road and the hydro dam had on his reserve. The loss of a cultural identity and introduction of white man's alcohol have struck a severe social blow to the people still living on the Mattagami reserve. We have some problems already as one of the above has already come to our communities. We do not need the others.

Mr. Commissioner, the Treaty, number 9, that was signed in 1905 between the Government of Canada and native people of Fort Hope Band illustrates how dishonest the government has always been with the native people. The signing of this treaty was the greatest bribe in the history of all Anishnabe. That is why to this day we do not trust the government. Every promise that was made in this Treaty, number 9, has been broken - the government has never honored the terms of this agreement. As you are aware, part of the treaty entitles us to annual payments of \$4.00. The Department of Indian Affairs gives each Band member \$4.00 in return for the vast land we gave up.

Mr. Commissioner, the Fort Hope Band will no longer accept this payment for the duration of your inquiry. We feel by accepting this annual payoff it may seem we are in agreement with it. We can no longer do this.

Mr. Commissioner, we ask you to study the Treaty, number 9, very carefully. It will help better your understanding of what we have



just said. Since the Hartt Inquiry is concerned with development in the area north of the 50th parallel it is looking at an area that is inhabited mostly by native people. One of the most important documents linking the Government of Canada and the native people is Treaty number 9. That is why we feel it is essential that you read it.

Mr. Commissioner, we are pleased to be able to speak to you today in Geraldton because this community is an excellent example of the type of development which concerns us. If you drove in from the east along Highway 11, you will have seen the deserted mine heads and several hundred yards of tailings pile 20 feet high.

Like in so many other northern communities, outsiders came to Geraldton, dug up the ore and extracted the gold. It was shipped out of the north at a value of \$35 per ounce. Where is that wealth today? Do you see it here in Geraldton? No, Mr. Commissioner all you see today is the ancient structures and the tailings piles. We suggest that you fly over the area when the snow is gone and see what the people of Geraldton have today. See how even after all these years, over a huge area, nothing grows. Imagine what it must have been like at the height of activity.

Having seen the "after" in Geraldton we want you to come to our communities and see the before. We want you to come in the spring or fall and visit our traplines, we want you to come in the summer and see the abundance of fish in our fish camps. But mostly we want you to come and meet us. We want you to come into our homes and get to know us personally. All our communities are different



but all have similarities. We want you to come and see our land and how we live on it. We want you to see for yourself why we do not want to experience the type of development Geraldton has experienced. We will tell you how we want to use our land as we are at present and how we want to develop our use of its non-renewable resources to gain our economic independence.

Until you come to visit us, we want to present you with this reminder and token of our appreciation for the opportunity to speak to you today. You will note that it was manufactured entirely with our local resources: birch bark, black spruce roots and local craftsmanship. These are the sort of resources we will build our economic future on.

We shall be waiting, Mr. Commissioner, until you visit us at home.

MEEGWETCH



CANADA  
PROVINCE OF ONTARIO  
DISTRICT OF

**SUMMONS TO A PERSON CHARGED WITH AN OFFENCE  
UNDER THE CRIMINAL CODE OR OTHER FEDERAL STATUTE**

(Form 6)  
(Secs. 461  
and 700)

Cochrane

TO George Cheechoo

Constance Lake Reserve, Calstock, Ontario

15th day of June 1977 at the Township of  
Studholme in the said District of Cochrane

WHEREAS YOU HAVE BEEN CHARGED  
before me that you on or about the

Did unlawfully take fish by means other than angling

(To wit Gill net without licence)

contrary to Section 12 Subsection 1 Ontario Fisheries Regulations

THIS IS THEREFORE TO COMMAND YOU, in Her Majesty's name, to appear before the presiding  
Provincial Judge or before me on Mon day, the 25th day of July next, at  
10:00 o'clock in the fore noon in the Provincial Courtroom  
Legion Hall at Front St. Hearst, Ontario or before  
any justice for the said District who is there, to answer to the said charge and to be dealt with according to law.

Dated this 20th day of June

1977, at Town

of Hearst

Justice of the Peace in and for the District of

Province of Ontario.



CAZON  
Z1  
-77N22

SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

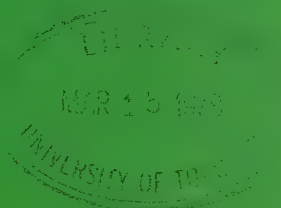
BY

CONSTANCE LAKE  
YOUTH COUNCIL

PRESENTED AT

Geraldton

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

CONSTANCE LAKE YOUTH COUNCIL

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT  
416/965-9286

MANULIFE CENTRE  
55 BLOOR STREET WEST  
ROOM 801  
TORONTO, ONTARIO  
M4W 1A5



I Am the youth Council  
of Constance Lake I was chosen  
to make this presentation

November 28/77.

Mr. Commissioner I am speaking for all young people of the Constance  
Lake Reserve Treaty 9.

If all the resources are taken away and all the wildlife from  
it are destroyed., What will happen to our future and our children's  
future?

We were given our rights to hunt and fish freely., Why are they  
being taken away now?

We still depend on our old ways of life., What will happen if  
the development continues? Surely our identity as Native people  
will be destroyed!

Our parents almost have all their rights that have been given  
to them taken away by developments and government regulations. When  
we see these happenings occur, it makes us wonder what lies in the  
future for us and our children and generations to come.

If treaties are broken, they should be renewed!!

We are part of Nature. The destruction of Nature causes the  
destruction of our people.

If you go on with the developments ~~you~~<sup>they</sup> will have the fun and the  
money and we pay for the consequences!

It's about time you white people realize that you are leading  
yourselves to destruction also, not only for our future but for your  
future too.

If you want to develop something, develop your minds than  
you'll know what's happening to the Native people of the North.

No. 126

Royal Commission on the  
Northern Environment

This exhibit is produced by

Constance Lake Youth Council

this 28 day of Nov 1977

*[Signature]*



We also have values of our culture which we would like to preserve.  
If you take away what little we have., What will the future generations live on?

Mr. Commissioner, don't let history repeat itself. And that is what we see happening now.

Mr. Commissioner, we would like to point out some of these effects, which may develop if the development continues.

- 1) rights (natives)
- 2) future (natives)
- 3) resources
- 4) preservation of our culture
- 5) Native people losing their identity and not knowing where to head.

Thank-you, for taking your time for us to present our thoughts and feelings of our future.

Kathleen Taylor

Jaye Maonias

Carmen Meenat

Betty Achapinesken

Leule Sutherland

Romana Sutherland

Allen Sutherland

Raili Anderson

Doreen Moore.

Patricia Wesley

Theresa Sutherland

Douglas Taylor

Walter Sutherland

Peter Bluff

Frank Spence

Shirley Mattinas

Dino Mattinas

Cindy Mattinas



CAZON

Z1

-77N22

SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

THE PIONEER CLUB



PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT  
THE HON. MR. JUSTICE E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

THE PIONEER CLUB  
GERALDTON  
ONTARIO

PRESENTED AT

GERALDTON, ONTARIO  
ON  
NOVEMBER 28, 1977

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127

No. 127

SUBMISSION TO HARTT COMMISSION, GERALDTON  
NOVEMBER 1977

ON BEHALF OF THE PIONEER CLUB  
GERALDTON SENIOR CITIZENS.

Royal Commission on the  
Northern Environment  
This exhibit is produced by

Pioneer Club

this 28 day of Nov 19 77

Squarman

PREPARED BY GINGER BALL  
SENIOR VOLUNTEER IN SERVICE

② Mr Boyle



## SENIOR CITIZENS INFORMATION

Known number of Senior Citizens in the area served by Geraldton district Hospital.

<u>Town</u>	<u>Age 60 to 64</u>	<u>65 and Over</u>
Geraldton	109	242
Longlac	43	<b>35</b>
Beardmore	26	44
Nakina		41
Native People		
Longlac 58	15	37
Longlac 77	5	20
	<hr/>	<hr/>
Total	198	419

The total of 617 does not include the unorganised areas of Jellicoe, McLeod Townsite, Little Longlac Townsite, Hardrock Townsite, North of Town, Highway 11, Aroland, Caramat and Hillsport.

1976 census



July 27, 1977

To The Board of Directors, Thunder Bay District Homes for the Aged.

Whereas there are over 700 people over the age of 60 in the area served by Geraldton District hospital.

Whereas at times Elderly people must be cared for in Active Treatment beds ,for long periods of time.

Whereas ,in some cases, one elderly person cares for another elderly person ,rather than have them many miles away at Terrace Bay or Thunder Bay. Where they would have few if any visitors due to the inconvenience of bus travel and the costs of transportation .

Whereas Thunder Bay District Homes for the aged were supposed to build a home in Geraldton, according to the original plans some years ago.

The executive of the Geraldton Pioneer Club ,on behalf of the Senior Citizens of Beardmore, Geraldton, Longlac ,Akina and unorganised territories served by Geraldton District Hospital strongly urge the Board of Directors to consider the building of a home in Geraldton.



## NURSING HOME CARE

Nursing Home Care For the Geraldton area is provided by Thunder Bay District Homes for the Aged in 2 homes. One in Thunder Bay the other in Terrace Bay. Both homes are about 175 miles from Geraldton. Recently I became aware that there are 22 people from Geraldton, Nakina, Longlac and Beardmore area in these two homes. There are over 700 elderly people in the area served by Geraldton District Hospital as of 1976 census reports.

Some years ago ,when Thunder Bay District went into Nursing Home care there were to be 3 homes built, one at Thunder Bay, Nipigon and Geraldton. The first was built at Thunder Bay. Later on Kimberly Clark offered their hotel at Terrace Bay to the Board of Directors, Thunder Bay District Homes for the Aged, for a nominal sum. This was remodeled at a considerable sum and is serving the area along highway 17 well. According to a study done by Thunder Bay District Health Council there is a need for 44 additional beds by 1981 , this study done in 1976. Now is the time for the home to be built in the Geraldton area. Land was donated to the Board of Directors , Thunder Bay District Homes for the AGed by the late Roy Barker. I presume that land is still available.

It is most unfair to expect elderly people to travel 175 miles from familiar surroundings to enter a Home for the Aged. Smaller Homes for the Aged have a better atmosphere than larger ones do , a home in the Geraldton area to serve 50 elderly people should be high on the priority list for the near future.

I am surprised that people in the Sioux Lookout area did not attend the Martt hearing with such a request as this. They are aslo finding that elderly people do not want to travel 175 miles to enter a nursing home.



## TRANSPORTATION

Transportation in smaller communities of Northwestern Ontario is a real problem. Some people, through no fault of their own do not drive a car. There is no public transportation in smaller communities; yet people must pick up their mail because there is no mail delivery. The government subsidises public transportation in cities, therefore the government should lower the gasoline tax in smaller communities where they do not subsidise public transportation. Gasoline is over \$1.00 a gallon in most Northern communities.

Bus service to and from this area is adequate. Air service is non-existent as yet, this should be remedied next year when the Geraldton Airport is ready for use. Train service has been complained about for 40 years, without much success, as yet. Via is planning on stopping all this complaining about train service by discontinuing the service 3 days a week, probably followed by complete withdrawal if the complaining continues.

Elderly and handicapped people have a very difficult time getting around during the long cold winter months, usually from October till May. The high price of gasoline makes taxi service expensive for those living on fixed incomes. Elderly people in cities usually ride the government subsidised public transportation system free of charge. The government should try to equalise local transportation opportunities to smaller communities.



## TRANSPORTATION

Transportation in smaller communities of Northwestern Ontario is a real problem. Some people, through no fault of their own do not drive a car. There is no public transportation in smaller communities; yet people must pick up their mail because there is no mail delivery. The government subsidises public transportation in cities, therefore the government should lower the gasoline tax in smaller communities where they do not subsidise public transportation. Gasoline is over \$1.00 a gallon in most Northern communities .

Bus service to and from this area is adequate. Air service is non-existent as yet, this should be remedied next year when the Geraldton Airport is ready for use. Train service has been complained about for 40 years, without much success, as yet. Via is planning on stopping all this complaining about train service by discontinuing the service 3 days a week, probably followed by complete withdrawal if the complaining continues.

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## HOME CARE AND ASSISTANCE

There is no home nursing care available in smaller towns mostly due to the fact that there are no nurses in smaller towns with Victorian qualifications. VON.

Home makers service is spasmotic, there are usually funds in the form of grants to get the service started ,but, funds for continuation of service are hard to come by.

Trades people for home repairs are few and far between. Plumbers are at a premium at the moment in Geraldton. Few trades people want to do repairs they would rather work on new construction.

Smaller communities in Northern Ontario need supportive community services to remain in their own homes. Transportation is a priority. Senior Citizens Centres where information is readily available with some funds from Federal and Provincial Governments for operation costs.

The third attempt to start Meals on Wheels is now under study. It is virtually impossible to ask people to put their cars on the road 5 days a week on a volunteer basis with gasoline costing over \$1.00 a gallon.

WE have a provincial grant for alternative care for the elderly . In this venture the Mentally Retarded are hired to assist the elderly people in and around their homes. The grant will last for 1 year, at that time it is the hope of all concerned that the program will become self sufficient. If it doesn't the elderly will again be left to fend for themselves, unless another grant is available .



We, the undersigned would like to wholeheartedly endorse the brief submitted by the Senior Citizens with the following comments.

It is a well established fact that there are a great many senior citizens living in Geraldton and the surrounding area which is serviced by this town. We feel it is deplorable that many of these people are presently living in Nursing Homes in Thunder Bay and Terrace Bay, hundreds of miles from family and friends. Those who do not speak English will have the additional problem of having no one, or very few with whom they can converse. Others who refuse to leave this area are living in less than ideal conditions, dependent on services provided by friends and relatives who cannot always meet their needs.

It is obvious that Geraldton needs some extended care services:

1. Nursing Home for those who are presently living far from home; for those who are currently using hospital beds; and for those who will soon need these services.
2. Less expensive alternatives which will care for the elderly in their own homes as long as possible; these include Meals on Wheels Programs, Home-maker Services, VON Nursing Services, all of which could be administered by existing agencies to keep down the costs.

These services cost much less than Nursing Homes or Hospital beds and have the added advantage of keeping people in their own familiar surroundings.

Patricia Beaudin

Janet Egan

Jan Byers

Donna Lee

Mrs. M. M. M. M.

Gerard Kately Brownlie

Patricia Brownlie

Irene Boyle Reg. N.

Janet Flynn B.Sc.N., R.N.

Jan Anderson R.N.

Verne McCreedy Reg. N.

M. Young R.N.

J. Mack

J. E. Egan B.Sc.N.

Angela Ball

No. 128

Royal Commission on the  
Northern Environment  
This exhibit is produced by

Shirley Clark

this 28 day of Nov. 1977

Shirley Clark



CA20N

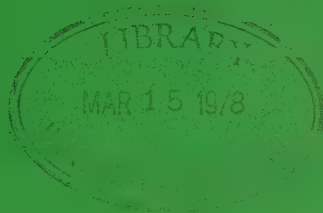
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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

LAKE NIPIGON METIS ASSOCIATION



PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

LAKE NIPIGON METIS ASSOCIATION  
MACDIARMID  
ONTARIO

PRESENTED AT

GERALDTON, ONTARIO  
ON  
NOVEMBER 28, 1977

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# LAKE NIPIGON METIS ASSOCIATION

MACDIARMID, ONTARIO



SUBMISSION  
TO  
THE ROYAL COMMISSION  
ON THE  
NORTHERN ENVIRONMENT

Mr. Justice Patrick Hart  
Commissioner

No. 129

Royal Commission on the  
Northern Environment

This exhibit is produced by

*Lake Nipigon Metis*

this 28 day of Nov 1977

*Squaw*



Mr. Justice Patrick Hart and Citizens of Northern Ontario. Today I would like to express, on behalf of the Metis people of the north, my concerns and interests on development.

First our environment:

(a) Clean Water: As we all know, some of our rivers and lakes are now contaminated from pulp mills, mines and city sewage disposal systems. To clean up lakes and rivers will take years, but we also have lakes and rivers in the North that are clean and drinkable.

At all cost, this clean water we have left should be guarded against misuse, and fines should be imposed on anyone who's responsible for any pollutant that would contaminate them. Let us protect our water systems.

(b) Sewage Disposal: Raw Sewage should not be allowed to run into the lakes. Some kind of filtering system should be used, not only in the large cities, but also in the smaller towns.

(c) Garbage Disposal: Service should be provided to pick up garbage in small communities the same as snow removal is now provided. Garbage that lays around for too long, can cause sickness especially in hot weather.

(d) Ontario Hydro Dams: These dams should have more control, as fluxuation of water levels have disasterous effects on fish spawning grounds. If dams cannot be controlled, then fish hatcheries should be provided to replace the damages caused by Hydro Dams on Lake Nipigon.

(e) Reforestation: A study and survey should be done on tree planting areas of the past, go back fifteen years, see how many trees planted survived. Were trees planted right? Jackpine in Jackpine country, Spruce in Spruce country etc. Maybe trees don't have to be planted, just give nature a hand by scattering some seeds and let them germinate naturely.

Secondly, I would like to express some views on economic possibilities for the north:

(a) Trapping: When a Metis is out of work, it's only natural for him to look at the forest for something to eat. Trapping should be considered as a resource for the Native people. Hobby trapping should not be allowed.

(b) Timber Harvest: Around each community timber limits should be set aside for residents who want to make their living cutting pulp and saw logs that can be sold to large companies, like a farmer who saws logs and cuts pulp off his farms. Many people who do not want to leave homes to look for work could make a good living by cutting wood. At present only large companies have a monopoly on timber limits. When a forest fire starts, these small communities are the first places Natural Resources look for manpower. These small communities should be compensated by giving them small timber limits.

(c) Commercial Fishing: Employment Natural Resources:

Commercial Fishing: I would like to bring<sup>to</sup> your attention how this industry can employ a great number of people if it were properly co-ordinated and managed, by the government. I come from Lake Nipigon, where commercial fishing employs



around fifty to sixty people by harvesting only premium fish such as pickeral, whitefish and trout. Around a half-million pounds of premium fish are caught each year on Lake Nipigon. But Natural Resources will tell you there is another three million pounds of fish that could be harvested off the lake. This fish is known as course fish. This fish has a ready market as pet food, high protein flour, a mix for calfs, hogs and chickens, a start up feed and a fertilizer. There are also many more uses for this type of fish. All that is needed is a processing plant. I'm not only talking about Lake Nipigon, but the many surrounding lakes that could also be harvested for course fish, and when the course fish is thinned out of these small lakes, gamefish could be stalked to accomodate the tourists. This program would benefit a lot of people in the North such as the Indian, white man and Metis.

It's a well known fact that Native people and some white people don't like to work by the clock. I see no better way to employ these people but to let them harvest our renewable Natural Resources such as fish, berries, rice and mushrooms. They can sell their harvest to a government owned processing plant. A big percentage of our Northern population lives off welfare. Our Natural Resources can supply them with jobs so they can be taxpayers instead of welfare recipients.

Thirdly, I would like to mention the north's need for services to our communities:

(a) Housing: This can be assisted by simply letting people of the North, have the right to have title to land. We want land on a controlled basis so we wouldn't have to squat on land. Squatters are responsible for building tar paper shacks, because they are in fear of Natural Resources telling them to move and having their little shacks burnt.

This matter should be brought up to Central Mortgage & Housing Corp. or Ontario Housing Corp. A lot of red tape can be cut by letting people have land they can build their homes on.

(b) Hydro: I may be wrong, but it seems to me hydro could be provided to communities in the north by using the CNR telegram poles. A study should be done on how many people could be serviced this way, after all the hydro comes from the North.

(c) Discrimination: This plays a big part in Northern Development especially among the Metis people. At present the Bill of Rights and the Human Rights do not apply to Indian women. When an Indian women marries a Metis or white man the Indian people and the white government take away her rights as a native. But, the Indian man is allowed to marry who he chooses without loosing his rights. Why should an Indian women be penalized for marrying the man she loves? Why should any women be deprived of their native rights to hunt and fish, and to enjoy her Indian ways of life? I read it in the papers, I hear it on T.V. The Indian people are bitching about their native rights, and how the white people are forever screwing them out of their native rights, hunting fishing, land and cutting all their trees, like bucking the Reed Paper Co. What do they think they are doing to the Indian women, do they not think she also has these rights? God gave the Indian women the rights to be born an Indian, she should be allowed to live and die an Indian.



The Indian Traders, you have had the pleasure of listening to in your travels are only thinking of themselves and the government money they are using to pay their wages and travel.

If they were thinking of the Indian people they would not let this great injustice happen to their Indian women. These women could be their sisters, cousins or aunts. It doesn't matter to them, just so they get money, that's all that matters.

How about the Indian who has sold his Indian rights? He never was advised he was selling his right to hunt and fish, all he got was some money for giving up his Native rights, yet the Indian leaders to nothing to stop this.

The drunken Indian you hear about, that is a nuisance in white communities, is in most cases these Indians who have been cheated out of their rights to live on a reserve.

Number 110: of the Indian Act says:

A person with respect to whom an order for enfranchisement is made under this act shall, from the date thereof or from the date of the enfranchisement provided for therein be deemed not to be an Indian within the meaning of this act or any other statute or law. 1956. C.40 527.

The point I am trying to make here is no matter how many times an Indian sells his treaty rights he is still a dam Indian to the ordinary white man. The Indian leaders are talking about having their own government and their own nation. They can never hope to do this unless they included all Indians they should be fighting for all Indians to have equal rights after this is done. Then they can talk about economic development for all Indians not only a chosen few.

Let the Metis and Indians join together, to have our Indian women and enfranchised Indian be reinstated and given their native rights.

(c) Transportation: If the C.N.R. is going to discontinue passenger service on the main lines, then this service should be replaced by a mail train service something like a bus on rail wheels to carry mail and passengers.

(d) Telephone Service in the North: Telephone service should be provided to all communities in the North, by the government, because poor people can't afford to subscribe to telephone radio service and communication is vital in the North.

(e) Road Access: It is a well known fact that pulp companies build roads at a great expense. A lot of these roads touch small communities. When the company moves out, these roads are not maintained and allowed to deteriorate to the point where they are not useable. To create some employment, I suggest that the government supply a road maintenance crew. This crew would be governed by Northern Affairs or Natural Resources. Also all pulp and paper roads should be kept serviceable because of fire protection. The roads are there, why not protect them?



Emergency Transportation Vehicle Access:

This could be provided by using helicopter landing pads should be built in all Northern communities.

(f) Fire Protection: I've had lots of experience in fighting forest fires and one of the things I feel necessary to prevent them is to go back to the old system of two men fire patrols. These patrols would have first hand communication with the tourists and prospectors who travel our water systems. These crews could put up fire prevention signs and cut out portages to help preventing fires. Therefore, people who travel in the north would know there are fire wardens in the bush and these patrols could be used as conservation officers to a certain extent.

(g) Community Center Complex: Some sort of gathering depot where people of the North can come and air their greivances from time to time. A center that would write letters, prepare briefs for people that have ideas of how the North should be developed and ideas that create employment. Some of the people in the North haven't got the education to write a good letter or brief to get their ideas across, so some financial assistance should be provided for those who want to come to take advantage of the center. Priority should be given to Metis and Whites.

Fourth:

(a) Land Claims: From our aboriginal rights. Land claims to the Metis means the rights to use our land as a resource: to fish, hunt, farm, to build homes and harvest renewable resources.

The complaint of the Metis people is not only with the white government but with Indian people who negotiated treaties and left the Half-Breeds out of their considerations.

Metis people should be receiving a little share from the development of our Canada -- a share of the profits. Indian people have reserves, special programs, medical services. What do Metis people get? Nothing. Our heritage is completely over looked.

We are not asking for Canada. If an Indian is allowed to catch two rabbits, we should be able to catch one.

The legal differences between Metis and Indian has separated brothers and sisters and this is a very sad thing. Metis want recognition of aboriginal rights for economic, social and legal purposes.

Fifth:

Reed: I would like to comment a little about the Reed Paper Company plans to create a new paper mill and saw mill in the north. I think I can speak for a large percentage of Metis people when I say if a company plans to create many new jobs in the north, I think that company should be given all the support it can receive from the public and government a like. The Metis like our white brothers need work and every one knows the North is starving for jobs.



Look at the uproar that was caused by the Sudbury layoffs. Now the Reed Paper Company is willing to spend millions of dollars to create new employment for the north. I hope the government does not let a few Indian crybabies put a stop to this - what the north needs is a few more companies. God Bless Them. The pulp companies might as well cut our trees; if they do not, the forest fires will. The Metis want work. We are not like the Indians who can go to their Reserves when out of work.

I would like to make one thing very clear. A lot of Indians feel like I do. They want work and they want the North developed. After all, most Indians today like the white man's culture, progress. Indians do not want to completely live off the land; they do not want to live in teepees like in the past, but they want to drive cars, have radio and television, good up-to-date roads and homes. They want everything the white mans culture has given them and they realize you can only have these by working for them. Let the big companies come, but do not let them pollute and contaminate our clear lakes and rivers. Modern industry can prevent this from happening.

*Hydes Dams!*  
One thing I forgot to mention is the Ontario Hydro dams. They raise hell with wildlife, as well as the fish. The fluctuation of the water has killed off most of the small animals, beaver, muskrat, etc. You see, the animals stored their food and built their homes at the normal water levels. When the water level drops, they freeze out.

The North lost one Federal Riding because of the Commission responsible claimed the population of the North was not large enough to warrant twelve ridings. This should be a great concern for both the Federal and Provincial governments. Companies who harvest raw material in the North should be made to process some of that raw material in the North, so Northern people would not have to migrate south to find work. Our population is not getting any larger by the harvesting of our raw material.

Maybe the answer to our Northern environment is to build an all-weather road and deep water seaway to the ocean from Lake Superior by using Lake Nipigon and the Albany River System into James Bay. This would really open the North.



Nuclear Waste Disposal:

Residents in Northwestern Ontario should have something to say before final decision is made by Environmentalist, Dr. Kenneth Hare. unless the government of Ontario is going to use the North for a garbage disposal site for the south.

In closing, I would like to let you know who I am.:

My name is Patrick McGuire Senior, President of the Lake Nipigon Metis Association. I live at 613 North Harold Street, Thunder Bay, Ontario.

I founded the first Metis Association in Ontario in 1965. In 1971 I founded the Ontario Metis & Non-Status Indian Association. I am responsible for starting the Metis movement in Ontario.

Please give my brief your attention.....

Thank you.

A handwritten signature in cursive script, reading "P. McGuire Sr.", with a dotted line underneath it.

Patrici McGuire Sr.

PMcG:sv

November 24, 1977



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BY

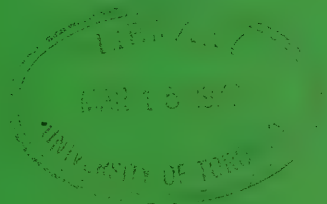
MILLIE BARRETT

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
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EXHIBIT # 130

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JANUARY 4, 1978

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TORONTO



- Formal vs. Informal Hearings
- The phenomenon of actually having someone listen to us -  
in NWO
- Is so new - and strange
- people may have reacted or over-reacted
- In an extremely formal and serious manner.
- Nobody laughed.
- You'll get a very false impression of Northerners -
- Sir - I would like to say how very much I appreciated Father  
Tiffin - Mr. Merrick and Marlene Pierre -
- I concur in what they said and I'm really glad they said it.
- I am in an unenviable position -
- radicals - conservatives



Informal Hearings?

An attitudinal approach  
On the Future North of 50<sup>0</sup>

Opening Remarks -

Whenever one sets out to make a presentation of this kind,

One is always uneasy - about the way it will be received.

Because - if one is to paint an honest picture, one has to say things that may sound negative - or critical.

You know - because there are a lot of those elements involved in the background of the situation here, which your Commission, Sir, was set up to inquire into.

So, I can only hope, Sirs, that you will bear with me, and realize that if some of my remarks, at the outset, sound slightly negative, they will set the stage for what I hope will be some pretty positive suggestions later on in this dissertation.

I believe that people here will tell you that I am not at all a negative type of person.

So, I beg your patience.

Personal Background -

First. I should say I am speaking to you as a private citizen. I do not represent any organized group. I do not speak on behalf of my employers, or my community. I represent only, me - Millie Barrett.

I was born here - in the bush.

I was raised here - in the bush.

About a hundred miles from this place.



The rocks, the trees, the water - the land - here. -  
Is the indissoluble bond of my existence.

It is, if you will, the inescapable factor in the  
moulding of my psyche.

In short - I belong here.

- People who belong here, whether they were born here, or are here  
by choice, will tell you -

It wasn't that they chose this land.

The land chose them.

The Land (1.)

The land, the bush, is the arbiter of everything here.

The bush imposes a certain respect - a certain humility,  
- a certain healthy tempering of human arrogance.

And it promotes a certain competence - an ability to  
deal with essentials - to cope with harsh reality - among those who  
belong here.

But it also develops a type who are not too pre-occupied  
with detail - with the petty refinements - the frills of daily life.

So that our people are, more than others, deeply  
resentful and impatient with what they consider the eastern, urban  
nit-picking bureaucratic process.

Population at 50° and North -

I would like to say a word or two about population  
parameters here - in this part of NWO.

There is evidence -

- not so much that the land cannot tolerate a large population -

Although that is probably true.

The lack of an agricultural base - a food base - makes  
it very problematical.



Almost all densely populated areas of the world have had a broad food base on which to develop.

That is lacking here.

Also - There is a lack of other material basis.

Everything needed for urban life has to be brought in - here - from outside.

And so, I believe, there are real environmental limitations.

But, perhaps more importantly, it is that only a very small percentage of those who might come here - for whatever reason - would choose - or be chosen - to stay.

It's not an easy place to live. Most of the year it is definitely unpleasant. Except for us few masochists, who have a long-standing love-hate relationship with it.

#### Patterns of Population -

Settlement of Euro-Canadians didn't happen here like it did in other parts of Ontario.

By this I mean - people didn't come in to this area - and take up homesteads, and till the soil, and eventually create towns, and businesses, and industries, and amenities, like they did in Southern Ontario, or even around Lake Superior.

Population of this area came entirely in response to Industrial activity.

First the Railroads, then Mining, then the Woods Industry.

So - the major portion of the Euro-Canadian population are Industrial workers and their families.

You know - You can't even call us rural people.

We live in the bush - that's true.

But everybody here lives in some sort of town - or village.

Even the Indian people live in Reserve villages, now.

There are no people living 'in the country', around, or between, our little towns.

We are all - in some sense - urban dwellers. (A very rough sense.)



The CNR created Nakina. That was a pretty solid, orderly development.

The gold created Geraldton and Beardmore.

These two towns grew in a very haphazard fashion. They were - literally - mining camp towns - shock housing - poor or no services - no amenities. A pretty tough life - at the beginning at least. And still is, I guess.

The Woods Industry didn't create Long Lac - but it made it into the town it is today. It did create Caramat. And it has radically changed Nakina.

- I should say that the Woods Industry is a much more stable, long-term industry than is the Mining industry.

It seems to create, from my observation, a generally healthier environment for the community which grows up around it.

I do not refer here to the paper mill towns. We have none in this area, and I do not want to comment on them. Except to say I'm glad they are someplace else.

I'm talking about the woodlands towns.

There is an atmosphere, somewhat less insular, less ingrown, in a sense, in these communities. Perhaps the work itself makes for a more open, freer, attitude.

But, of course, the population expansion factor is pretty limited. So these are small communities. Not like the mill towns. But they are, I think, better, in some ways. More - 'communal' - perhaps.

#### The Decision Making Process -

And now, Sir, I have to get into that uneasy area I mentioned earlier.

But I feel it has to be said. - No large or important political or economic decisions are made here. None.

There hasn't been a major decision, about what should be done here, made by the people here, since the last Council of the Three Fires.

And that was many, many moons ago.



This holds true for all of Northwestern Ontario.

Political decisions, affecting the towns and Municipalities, the laws, the rules and regulations, what can or cannot be done, are made elsewhere.

Large economic decisions, as to Industry, are made elsewhere.

Up until now, at least, we were able to choose our own M.P. and M.L.A.

Our one inalienable right - to choose - for ourselves - who should represent us, resulted in a pretty fortunate situation.

We had pretty good representation, both Provincially and Federally.

- But, you know, it seems like whenever we get something good, which we chose ourselves,

- Somebody finds some way to take it away from us.

- Our dear Jack has been made Speaker of the Ontario House.

- And our dear Keith has had his Riding abolished completely.

I dont know if the people here will raise the cry -

"No Taxation without Representation". But I think a good case could be made for it.

So. - When people have no decision-making powers, and are ruled by people from somewhere else -

What do we call that?

Colonialism - Well, thats what we call it. Thats the definition.

So. - We are a Colonial people.

- This is a Colonial hinterland.

- A Resource base for the urban, industrial society elsewhere.



I do not mean to suggest, Sir, that I blame anyone for this fact. Its a fact. of history. of geography. of economics. A fact of life.

We are a Colonial people.

So. If we appear to be constantly bitching and complaining -

If we appear to be constantly pleading for government assistance of some kind -

Constantly running to Queens Park - asking for this - asking for that - constantly applying for government programmes (LIP - LEAP - Canada Works - DREE and on and on)

- Its because we really have no choice in the matter.

We have no regional decision-making powers.

No independent economic powers.

And no political clout.

We are Colonials.

And I should stress here. Because of the nature of our political - constitution system -

The people here do not feel so much that they are colonials of Canada,

- As that they are colonials of the Province of Ontario.

Sir, there are some things you should know about Colonials.

1. As I said. They have no independent decision-making powers.
  - So they bitch all the time -
2. They are considered a nuisance and a burden by those who are in authority over them.
  - Because they bitch -
3. They are never listened to.

There is a fourth thing. -



4. Being, after all, Canadians, and thus not having the proper slave mentality,  
They resent all this.

So. There are a lot of people around Northwestern Ontario with a lot of resentment in them.

And often they take that resentment out on the wrong people.

Their own neighbours. Their own fellow Colonials.

Well, when people feel frustrated, they usually try to find something handy to kick, you know.

Its hard to kick something thats a thousand miles away. You cant get at it.

You try to find something, or somebody, nearby.

Anyway.

Queens Park has for years been grappling, in its own fashion, with -

- What should we do about the North?

- What should we do about those damn complaining people up there?

Im quite sure they have often wished that we would just - go away.

But its difficult to get rid of seven-tenths of the land mass of the whole province.

And they need the resources, you know. So. -

They dont really want to get rid of us. Not entirely.

In fact. - They get somewhat upset when someone like Ed Diebel starts talking about possibly releiving Queens Park of this burdonsome price of real-estate.

But. - They really dont know what to do about us, either.

And they always feel obligated to do something, you know.

They seem, at times, willing to do almost anything, for us.

Almost anything. Except listen.



Sir. One should be charitable.

One really should not mention the comic parade of various attempts to do something for us.

But one has these visions, or flashbacks, of various plans, and schemes, that have been foisted onto the unsuspecting citizenry here from time to time. And about what inevitably happened to them.

One sees this montage, or movie, -

One cannot but remember the rafts and streams of government people, coming up here, always, Im sure, with the very best of intentions, to "take a look at our problems".

They would even stay, for perhaps a whole day, sometimes.

I am being facetious. But we do have our own myths, and folk-tales, here, about these things.

So - anyway.

Queens Park has made all sorts of 'Designs', on our behalf.

They even called the last one "Design for Development".

About what places should be "growth centres", and what places should be left to, - ossify, - or wither away.

And what places, where people lived, they would actually try to get rid of, - liquidate - I suppose you could call it.

Naturally, the results were not all that edifying. The way it turned out.

- As Ive said more than once - "Government proposes - and Life disposes"

So - We have a situation where

- Ignace became a major growth centre -
- And Dryden looks like its days are numbered -
- And Geraldton becomes a dormitory community -
- And Nakina has tripled its population -
- And one does not want to discuss Pickle Lake -
- And who knows - Jellicoe may be next. -



And then we had the land question -

- Where the Ministry of Natural Resources, and the Ministry of the Environment - here - in Northwestern Ontario -

- And they a pretty decent bunch of guys, you know - The ones here, I mean - had to enforce regulations, and take positions, which they knew were entirely unrelated to the realities of this area -

- And eventually, - after much sweat and tears - Queens Park seemed to get the message - or some part of it, anyway.

So they said -

Okay. Okay. You guys. We realize now that our land policy doesn't really apply, in some cases - up there.

Where there is no goddam agricultural land to speak of, and you are not covering fruitlands and market gardens with High Rise Apartments -

So we'll modify the regulations, already Just for You.  
- Sometime.

After. - a lot of people have been badly hurt. and disaffected - end disenchanted.

- Because they wouldn't listen.

And then they did the Regional Government number on us. And the Regional Education system.

In which they closed all the little community schools. And our six and seven year old kids were bussed fifty miles through the bush - in 40<sup>0</sup> below weather - to big, efficient, well equipped, education factories.

And it seems to me thats when we stopped turning out literate students.

And now they're beginning to think maybe that wasn't such a hot idea. Even for kids in the South.

So maybe, ten or twenty years from now, they'll start to re-open the little community schools again. Maybe.

And maybe we'll start to turn out students who can read and write, and feel that they belong to their community, again. And will stop being alienated, and turned off, and anti-social, and a "youth problem".

And they have laid a few other numbers on us. Which



I wont go into.

- I understand that they have a brand new "Design" for us now.

- That should be interesting.

I want to say this, Sir.

None of this has anything to do with which party is in power - or which one is running the government.

- It could be a Government of Liberals, or Conservatives, or NDP, or Social Credit.

- It has nothing to do with narrow party politics.

It has to do with the actual realities.

It wouldn't matter a tinkers damn who was in power.

- The situation would remain. - This would still be a Colonial Hinterland,

And it would still be administered and controlled by and for the

Metropolis.

Thats the name of the game.

Identity and Patriotism -

Gentlemen. Ive been at Queens Park many times.

Ive stood in the Legislature. On the steps. Walked the halls. Its a very fine place. They should be proud of it. And I mean that. It doesn't, hower, feel like my place.

I dont get all that turned on about being an Ontarion, or Ontarioite. Or however you say that.

I feel no particular sense of pride in the Province, as such. As a Political Entity. As a political expression of me.

Or as a social, cultural community for me. It aint there.

- I love the geographic entity. Its beautiful. And its part of Canada. I love Ontario the way I love Nova Scotia, or Alberta. As part of the Land I love. Canada. Thats it. Period.

My love and loyalty goes to the whole country. My patriotism is for the Nation. The provincial political structure of Ontario has no part in that.



- Im here - They are there - I would not hesitate to say that there are no more fiercely patriotic and loyal Canadians anywhere -

Than right here.

In Nakina - and Beardmore - and Aroland - and Long Lac - and Geraldton.

- And in all of Northwestern Ontario.

So - When anyone talks about Northern Ontario Separatism - It isnt separation from Canada that they are talking about.

It is - in a sense - a determination to be part of Canada  
A demand - in a sense - to be let in to the Canadian community.

- We want - if you like - Equal status with the Yukon.  
- To take out rightful place - our unique place - in this country.

And it is - can be - a unique place.

Which brings me too my next premise.

I do not want to discuss the immediate situation - so much.

I want to take a rather longer veiw. A look into the future.

### The Realities -

I suppose that what this Inquiry is all about is this. -

That you cant discuss the environment of this North without discussing what "development" can or may do to that environment.

And when you discuss development

You discuss the economic realities

And the political realities

And the social realities

And the cultural realities.



Because its a package.

And the environment here encompasses everything - that there is - or will be - here.

It is the deciding factor in every move we make - about anything.

Even our love life is geared to the necessities of the environment.

It might be said that the environment here presents far more tough challenges to the ingenuity of man, than it does in more favourable climes.

Im happy to be able to say that our people have managed to respond to these challenges in a reasonably satisfactory manner.

## The Land (2.)

I had, Sir, the good fortune to be raised among Indian people.

I also had the good fortune to be raised among Bulgarians, and Finns, and Ukrainians, as well as - your standard English and French Canadians.

In short - I had the good fortune to be raised in a tiny community which was a micro-cosm of the Canadian experience.

- But its the Indian people I want to speak of just now. The Native people of this land.

- There are many people who are upset because the Native people have not been able to "adjust" to our so-called "modern industrial society".

Many people are displeased about that.

Many people are impatient about that.

Many Indians are displeased and impatient about that - also.

- The older I get, and the more I think about this, - The less displeased I become.



I am very displeased about poverty, and welfare, and alcoholism, and racial prejudice, and ignorant remarks made by people who should know better. And god knows Ive heard enough of them. They dont all come from Dryden or Kenora.

But I begin to see something.- I begin to see what I should have seen all along.

It is not proper, or fruitful, to "adjust" to something which is temporary.

One should, indeed, put up with it.

Make the best of it, if one can.

Try not to be destroyed by it.

But not become a part of it, you know.

Not become geared to it.

The sad thing is that too many Native people have become geared to it.

And destroyed by it.

Too many have succumbed to the least pleasant aspects of it.

As most Native leaders have said, -

Over and over again.

But.- I believe the Native-Indian people have been trying to tell us something -

Many of them may not be concious of this. But they are concious of a certain malaize, a certain feeling of detachment, of unreality, about what we've been asking them to "adjust" to.

They've been trying to say something. And, of course, as usual, we have not been listening. Not really listening.

And I think they have something to tell us.

And we should listen.

You cant live for very long on top of this environment. Which is what white people do, as a rule.

You have to learn to live in it, and with it. Which is what Indians traditionally have done.

Before we laid that trip about "adjustment" on them.

Many of them are still trying to live in this land.

Not on it.



The quickest way to say it is this. -

Its the difference between rape - and married love.

We have to stop raping this land -

And become married to it.

- For the land is here. This land.

- This part of Northwestern Ontario.

- 50° and North.

- Is still relatively undamaged.

- Still alive.

- Still imbued with the quality of timeless celebration  
of the meaning of this planet. In the scheme of things.

It is one of the very few places left in the world -  
where this is true.

It is still the place which can offer what will always  
be needed. -

As long as mankind exists.

and after.

I must urgently insist that it remain so.

That we preserve this.

Not so much for our own sakes.

But because it is right to do so.

At 50° and near 50°

There are some things we can do with reasonable safety.

If we do them carefully. - and thoughtfully - and  
honestly.

We must have no more tokenism about conservation and  
preservation of this land. The effort has to be real.

And we have to be prepared to pay - in money - and time  
- and care - for the privelege of taking what the land has to give.



It seems inevitable that there will be mining operations here. Here and there. Old, known deposits will eventually be worked. New discoveries will be made.

I would suggest that we not build whole new towns to accommodate these developments.

They are just too dreadfully expensive - in every way. Not only in terms of money - and energy -

But in terms of cost to the environment - and human happiness.

People move in and try to make a community. And put down roots.

And start to raise families. And go to Church. And build a Curling Club, and bury their dead in the local cemetery.

And the kids start to grow up. And they have to leave. To complete their education - and get decent jobs. - outside. And they cant come back.

Because theres nothing for them in that little isolated town.

So the best of the youth are drained away, year after year. And those who are left feel - left.

And then the mines close. And then people are uprooted again. The ones who are young enough, and have to find work, have to leave.

And the town is left - with no economic base on which to survive.

We cant afford this costly pattern any more.

Mining ventures at or near 50<sup>0</sup> should be commuter operations.

- Camps, If you will. Good comfortable camps. With decent amenities, of course.

With real concern for the workers comfort - and safety - and pay - and bonusses.

Let the developers considered staggered or rotating crews. Two weeks on - two weeks off. Or one week on - one week off. Whatever works best.

So the men will know that they have time for their families, and their home communities.



It would be far less expensive in the long run.  
Work force turnover would be vastly reduced, for one thing.

And, of course, developers must accept the necessity to ensure protection of the environment.

We cant have cyanide, and arsenic, and god knows what other chemicals and wastes - spewed out into the waters and the air any more.

The era of barbaric ignorance and arrogance has to be over.

And it has to be seen to be over.

As far as the woods Industry is concerned.

When I talk about near 50° I mean near North of 50°

And I dont know exactly how far near is, if I may use that expression.

What do I mean by near? 10 miles? - 25 miles? - 100 miles?

I dont know.

I think I mean something less than 50 miles.

Where you could maybe run a road, or a rail line, in, without too much trouble.

I am not so - scared - I guess - about cutting trees down - in this area - as I was some years ago.

I think it can be done - Judiciously.

- Ive talked to men who've spent their lives in the woods Industry.

- I mean cutters. Union men. People who live here, and at Beardmore.

- They say the trees can and do grow back. If the cutting is done properly. And reforestation is done properly. At or near 50°.

- It takes time, of course.

Rather a lot of it.

Im not so sure about what would happen further north.

I dont know.

Im not so sure anybody knows.

Id feel a lot better if I thought there was somebody who did know.



Presumably, it can be known. And it will have to be found out.

- It matters. -

I hope its found out before anybody goes roaring around in there and makes a mess of everything.

I'd just as soon maybe we didn't do it at all. If we dont have to.

Anyway. Trees can be cut here, at or near 50°. If its done right. And if reforestation is taken seriously.

- And stops being a political gimmick, and a political football for everybody to kick, including all the kooks in the country.

One thing I'd like to see. Id like to see MNR and the Companies get together and establish a network of small nurseries across this area.

Not great big, centralized establishments. But a series of small nurseries. At, or near 50° So the Seedlings can get started in the environment where they have to grow.

Its different here even than it is down on the shores of Lake Superior.

Its time we recognized that.

And. I dont want to see any paper mill towns on this parallel. Or north of it. Not now. Not till those boys get their act together.

We got enough troubles.

Let us - up here - just supply the wood.

And let them clean up their act.

- Both literally and figuratively.

- They've messed around long enough.

- With the land, and the government, and the people.

- Its time they got serious. And its time the government told them to get serious. In a serious way. As I said . It takes time to grow trees.

Maybe too much time for some people.

The pulp and paper Industry may decide it doesnt want to wait around for Canadian trees to grow.



Maybe they'll decide to go and get trees in South America. or Africa - or Asia.

Well. If they do. They may find out that all us bitching complaining Canadians are a damn sight easier to get along with than people are in some other places.

Any maybe they'll be goddam glad to come back here. And talk real turkey about the costs involved in doing business - here - in the North.

The costs of a clean healthy environment. And concern for the people who have a claim on this land -

One way or another.

North of 50° -

I dont want anything to happen. Well. I want some things to happen. Pretty important things. Actually.

But no big "developments"

In terms of Industry - Or Energy.

This North of 50° - is unique in Canada. In the World. Its got everything. Everything thats needed.

For what will always be needed. Its big. Its clean. Its unspoiled.

Its got lakes and rivers and forests. Its got fish and game like you wouldn't believe.

And some people. Some people. People like you wouldn't believe. People who know this land.

And they've been trying to tell us something.

And I guess they haven't been able to make us understand.

Sometimes their spokesmen use strange, erratic language.

Sometimes their spokesmen dont say exactly what the people mean. After all. Some of the leaders. They are new to the communication game. They are not used to talking. And in a foreign language, too, you know. Its very difficult.

And some of the people that they are trying to talk to - Are not used to the Listening game. They are not used to listening - To Anybody.



But we should all listen.

And try to understand what the people are really trying to say.

This land - up there.

Its not for exploitation.

Its for the needs of people. Primarily - The people who live there - who have always lived there.

Its their home. - after all.

You dont go into a guys house - and start ripping out the walls.

You know. - It aint done. Well. - It is done.  
Has been done.

But it shouldn't be done, Anyway.

Now.- My experience of the people in the North is.- They are hospitable - To a Fault.

Too hospitable maybe.

Theyll share everything they've got.

As long as they know its really sharing.

And not being ripped off.

So.- Its got to really be a sharing thing.

And - It has to be done in such a way as to keep the land safe - In Perpetuity.

- For the People.



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SUBMISSION TO  
THE ROYAL COMMISSION ON  
THE NORTHERN ENVIRONMENT

BY

NATIVE CULTURE REVIVAL CORPORATION

PRESENTED AT

GERALDTON, ONTARIO

ON

NOVEMBER 28, 1977



Ontario

ROYAL COMMISSION  
ON THE NORTHERN  
ENVIRONMENT

THE HON. MR. JUSTICE  
E. P. HARTT  
COMMISSIONER



SUBMISSION TO  
  
THE ROYAL COMMISSION ON  
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The Native Person received a Message from His Creator  
revealed to him the life of Native People in our time  
He is a Prophet accordingly!

INDIAN PROPHECY HUNDRED YEARS AGO

The original cree tongue, and translated to english, revised and  
approved through the Spiritual Knowledge!

- 1/ He built the longhouse shelter, about where to gather together  
with other elders, to explain what will take place in the  
future, the life of native people and the world system.

MONEY WILL BE THE SUPREME!

- 2/ The life of the Longhouse people shall extinct in the future,  
herewith that we occupied in our time. When the appointed  
time arrives. They will handing down to us a mysterious  
object, money shall be the name. That is the supreme power  
handed out to us to change a new life system, that will  
carrying people of lives, as for the generations to come.  
But at this point, two generations shall past, and the  
critical time will approach the changing of life little by  
little.

FIRE WATER

- 3/ They will hand over, the water of evil spirit, without knowing  
the reaction, evil or good, that might destroy our lives and  
our children and our family authorities might exterminated.

EDUCATION SYSTEM

- 4/ The education authorities will supervise our children other  
than family authorities, whether to be good or bad, leading  
to a new life. They will educate them and detain them in a  
long period of time away from parents. But, the time of a  
released educated pupil, their knowledge will be a mystery  
as compared to the knowledge of their parents. They will act  
strange, they will heed not the advises, disobedience, ungrate-  
ful, even under matured aged.



## UNNATURAL BIRTH

- 5/ When a child is born on the new system, they will not be fed by the mothers' breast. There will be artificial feeding, but not according to the purpose created by God! The mother breast feeding is the proper for the child when born. But, they will feed them by animal ingredients, by the time a child is grown up, they shall live strange likely toward animals. For a reason because of defiling of the natural way and not following in the traditional way of life!

## TWO GENERATIONS AND CONFUSION!

- 6/ But, in my point of views, the two subjects, money is the supreme power, and water of evil spirit, which will be gifts to the native peoples. In two generations afterward, there will be a change of life of the new system, and denied dynasty set by the ancestors. When the appointed time arrived, the new system and new life, will be carried by the native people, which is not belong to the custodian of North America!

## LONGHOUSE LIFE WILL DISAPPEAR!

- 7/ The Longhouse life will disappear in total. The things we used for our inventions, the fish traps in rivers, the wood we used to trap animals will not be able to be seen by people, there will be on underground layers, and will be useless by native people. But, in my first point, money will be the supreme power authority over the nation defeat. In addition the water of evil spirit will condemned lives, that will approach in our time of existance!

## FALSE PROPHETS AND RELIGION!

- 8/ There will be many things to appear, which will be condemning our life, as I foretold here, in extrme cases, the people whom are God whorshippers will teach false in various religions. However, in my propheticall testimony this shall come to fulfill and bear-witnesses those who are sustaining of lives in faithfully.
- 9/ The earth shall come to change and its plants such as herbarium shall cut-off. Timbers of the trees will be exploitation, wherever we live, trees shall be very small growth.



- 10/ In our villages will flooded, fish life will exterminate, water will turn in bitter form. The beasts lives shall be dying in certain kinds, where ever native people lived and cannot use them for living in our usual form.
- 11/ The earth will change in form and habitation. For our harvesting fish we usually occupied woods as a tool in certain ways in rivers or in lakes. To harvest species we used dead-fall trap invention toward our freedom. There will be an end of freewill among ourselves, we will follow the stricken laws as prohibited freedom.
- 12/ In inheritances of our land, they will exchange for paper money in many cases, many evil things shall overburden in our lives, because of exchange inheritance of our land.
- 13/ Today in our midst it is a beautiful days of gathering, it is days of beauty, no dusty object intereference unto our moralities.
- 14/ Once we posses the foriegn deception, there shall be invisible, such as window pane for example. However in the beginning of my testimony, gifts shall be water of evil spirit, unknown its reaction, virtues or evils. Once human over-dose taken internally, then we are no longer natural well being. We will be possessed in foriegn consequences, once we are intergrated to the foriegn adopted life, we will confuse our ancestors knowledge, I solemnly assure, the inhabitants, the whole law will be the prosecutor.
- 15/ The whole freedom of lives and dignity will be extermination, even the medicines made by medicine man produced from the earth, will be oversighted and confusion, to our struggle.
- 16/ There will be confusion and difficult task to obtain freedom whom were intergrated to the foriegn consequences which is invisible to the human eyes. The rest of the world will able to see, and so ourselves we will know our existance. But in extreme in our morality, we will not recognize by the natives peoples themselves. When the arise of wisemen and speak to the misled native person he will not understand, for the warning of the dangerous fact, he will be like a man of deafness, he will commit suicide whether in water or into the fire, until he is consumed.



17/ The fake of lives, is a stoney heart fakeness, and it is the hardest to be converted. There will be an extraordinary institution fact, named SHEDOKAN, and the man who dwelt in it, will be the most advisor. However, instructions will be given to each person before he could obtain freedom and complete conversion, (an example, invisible coat) in that coat, there are buttons like objects, in front, arms and legs, no ordinary man will able to see them. It is also a simmillar alike a screw type objects. It has to be turned in either direction in order to be removed them all, as the following instruction given, from the man who dwelts in that SHEDOKAN.

18/ Once the extoordinary man fulfilled his duties, so every man shall received freedom, the fakeness is gone. So every native person shall live without fear. The life they used to have our ancestor freedom. But, hardship and prolong a time must be required, through spiritual power, to restore free access and able to revive them the actual native culture which there are on underground layers. When the appointed time arrive, you shall see them everywhere, where there is a good-will and meekness found on earth, my testimony shall be realized by the wise men, and witnesses from generation to generation to come!

FIRST NARRATIVE AND EDITION  
IN CREE TONGUE:

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BINDING SECT. AUG 18 1980

GOVT PUBNS

